

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 190.—Vol. VIII.]

LONDON: SATURDAY, APRIL 13, 1839.

[PRICE 6D.]

PUBLIC COMPANIES.

MEETINGS.

THE NATIONAL PROVINCIAL BANK OF ENGLAND.

Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the proprietors of the society will be held at the London Tavern, Bishopsgate-street, in the city of London, on Thursday, the 9th day of May next, at the hour of Twelve precisely (not Twelve for One o'clock), for the purpose of taking into consideration the propriety of altering the existing laws of the society so far as to enable the court of directors of the society to admit persons to hold shares in the capital thereof as joint proprietors, and of passing such resolutions as may be necessary for carrying such alterations into effect. And notice is hereby also given, that the YEARLY GENERAL MEETING of the proprietors of the said society will be held at the London Tavern, Bishopsgate-street, in the city of London, on Thursday, the same 9th day of May next, at the hour of half past Twelve precisely.

By order of the court of directors,
DANIEL ROBERTSON, Agent and Manager.

CONSOLIDATED COPPER MINES OF COBRE ASSO-

CATION.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the proprietors of this Association, will be held at the office of the Company, No. 26, Austin-frs, on Tuesday, the 30th of April instant, at Eleven o'clock precisely. And, at the conclusion of the above Meeting, a SPECIAL GENERAL MEETING of the proprietors will be held, in conformity with a resolution of the last General Meeting in October, for the purpose of considering the propriety of altering the days of the General Meetings for the future, to the last Tuesday in July and the last Tuesday in January respectively.

Austin-frs, April 10. WILLIAM LECKIE, Secretary.

CORNWALL GREAT UNITED MINES.—Notice is hereby

given, that the ANNUAL GENERAL MEETING of this company will be held at the Freemasons' Tavern, Great Queen-street, London, on Tuesday, the 30th of April instant, at Two o'clock in the afternoon precisely.

Manchester, April 1. THOMAS CROSS.

EAST CORNWALL MINING ASSOCIATION.—The share-

holders are requested to MEET the Trustees of this Association at this office (3, Austin-frs) on Tuesday, the 16th day of April, on special business. The chair will be taken at Twelve o'clock precisely.

3, Austin-frs, April 9.

EAST WHEAT STRAWBERRY MINING COMPANY.—In

consequence of further information, and a very satisfactory report of the state of East Wheat Strawberry Mines, being laid before the proprietors present at this Meeting, called for the purpose of confirming or rescinding the resolution of the 11th of March last, for dissolving the company, it was

Resolved unanimously, That this Meeting do adjourn to Thursday, the 25th inst., to be held at 2, St. Mildred's-court, at One for Two o'clock precisely.

April 11.

POLBREEN TIN AND COPPER MINING COMPANY.—

Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders will be held on Wednesday, the 8th of May, at No. 2, St. Mildred's-court, at One for Two o'clock precisely.

London, April 10.

TREWOLVAS MINING COMPANY.—Notice is hereby

given, that the ANNUAL GENERAL MEETING of the proprietors of shares in this company will be held at the office, No. 12, Pancras-lane, Chesham, London, on Tuesday, the 30th day of April instant, at Twelve o'clock precisely.

12, Pancras-lane, April 9. C. F. KIRKMAN, Sec.

TREVORGUS MINING COMPANY.—Notice is hereby given,

that a SPECIAL GENERAL MEETING of the proprietors will be held at the office of the company, No. 12, Pancras-lane, Chesham, London, on Thursday, the 18th day of April instant, at Twelve o'clock at noon precisely, for the purpose of considering the necessity of dissolving the company.

12, Pancras-lane, April 9. C. F. KIRKMAN, Secretary.

WHEELS HARMONY & MONTAGUE CONSOLIDATED

COPPER AND TIN MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the above company will be held at No. 12, Pancras-lane, London, on Saturday, the 27th instant, at Twelve o'clock precisely.

Liverpool, April 1.

BAHIA STEAM NAVIGATION COMPANY.—The directors

of the Bahia Steam Navigation Company having made a CALL for a further INSTALLMENT of ONE POUND per share, to be paid on or before the 18th of this month, at the banking-house of Messrs. Smith, Payne, and Smith, Lombard-street, the shareholders are requested at the time of payment to furnish the numbers of the scrip in respect of which such payment is made, in order that the same may be inserted in the bankers' receipt, which receipt—accompanied by the original scrip to which it refers, may then be exchanged for a new certificate at the office of the company.

By order of the board of directors,
Lombard-street Chambers. G. H. HEPPEL, Secretary.

CALLS.

EAST MULBERRY HILLS MINING COMPANY.—Notice

is hereby given, that a CALL of ONE POUND per share is this day made on the shareholders in the above company, the same to be paid within twenty-one days from the date hereof to the Secretary, or to the Union Bank of Liverpool, or in default they will become forfeited to the company. The scrip will be endorsed as heretofore, on producing the bankers' receipt to the Secretary, 4, Union-street, Liverpool.

By order of the directors,
Liverpool, April 1. T. CROWTHER, Sec.

ST. HILARY COPPER MINING COMPANY.—Notice is

hereby given to the shareholders, that the Directors have this day come to the following RESOLUTION.—That the call of 1s. per share, which became due on the 1st March, be received at the Office of the Company until Saturday, the 28th April, and that all shares on which the said call shall not be paid on or before that day be forfeited.

15, Great St. Helen's, March 26.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHES-

TER RAILWAY.—CALL FOR THIRD INSTALLMENT.—The Directors of this Company having resolved to make a CALL, under the provisions of the Act of Parliament, for an installment of TWO POUNDS TEN SHILLINGS per share, Notice is hereby given, that the several proprietors in the capital stock of the said Company are required to pay the said call or sum of 2l. 10s. on each of their said respective shares, on or before the 1st day of May next, to one of the under-men.

London Bankers, viz., Messrs. Parker, Shorro, and Co.
Sheffield.—Messrs. Parker, Shorro, and Co.
Manchester.—The Manchester and Liverpool District Bank.
London.—Messrs. Rogers, Olding, and Co., and Messrs. Smith, Payne, and Smith.
Interest after the rate of 4 1/2 per cent. per annum will be charged by the bankers on all such sums as shall remain unpaid after the said 1st day of May next, until payment thereof.

By order of the Directors,
CHARLES THOMSON, Clerk and Secretary.

YORK AND NORTH MIDLAND RAILWAY.—CALL OF

FIFTH INSTALLMENT OF TEN POUNDS PER SHARE.—The directors of the York and North Midland Railway Company having, in pursuance of the provisions in the Act, resolved to make a Call of 10s. per share, payable on or before Wednesday, the 1st day of May next, proprietors of shares in this company are hereby required to pay, on or before that day, to any of the undermentioned bankers, the sum of 10s. on each of their respective shares, viz.,—

Messrs. Williams, Denison, and Co., London.

Messrs. Barroett, Moore, and Co., York.

The bankers have been instructed to charge interest at the rate of 5 per cent. per annum on all sums paid after the 1st May next.

By order,
GEORGE HUDSON, Chairman.

JAMES MEER, Deputy-Chairman.

GEORGE BAKER, Secretary.

IMPERIAL BRAZILIAN MINING ASSOCIATION.—Notice

is hereby given, that the TRANSFER BOOKS will CLOSE on the 15th inst., and re-open on the next day after that of the General Meeting in May, of which due notice will be given.

Winchester House, April 1, 1839.

BY THE QUEEN'S PATENT.

To Engineers, Railway Directors, Steam-Belt Proprietors, Manufacturers, and others requiring Steam Power.

MESSRS. BUNNETT AND CORPE respectfully solicit attention

to their new PATENT CONCENTRIC STEAM ENGINE, which, by its novel formation and arrangements, combine the advantages of form, increase of power, speed, and economy in working, to an extent hitherto unattainable. Descriptive plans and particulars, also copies to view the Engine in operation at their ENGINE and PATENT REVOLVING IRON SHUTTER WORKS, Deptford, may be obtained at their office, No. 25, Lombard-street, London.

TWO NEW HIGH PRESSURE ENGINES FOR SALE.

Six and Four Horse-power, very compact and well finished—adapted to work very economically. Engines of the same pattern may be seen in work at above.

TO ENGINEERS.—WANTED, at extensive Iron Works in the

north of England, an EXPERIENCED ENGINEER, competent to superintend the manufacture of Locomotive, Marine, and other Steam-Engines. A liberal salary will be given: unexceptionable testimonials will be required.

Apply personally, or by letter post paid, to Mr. Lucas, 42, Bloomsbury-square.

TO BE LET, ALL THE VEINS OF STONE COAL AND

CULM, lying under the MYDDYFICH ESTATE (containing nearly Three Hundred Acres) situate in the parish of Llandelilo, in the county of Carmarthen. The Veins are of various thickness, from two feet five inches to five feet; and altogether consist of twenty-five feet of Coal. A branch of the Llanelly Railway (now in the course of formation) will pass through the property.

For further particulars and to treat apply to Mr. J. G. Jefferys, solicitor, Swansea; if by letter, postage paid.

GLAMORGANSHIRE.

TO BE LET ON LEASE.—ALL THE SEAMS OF COAL

AND CULM lying under the lands of YNISPENLLWCH, the property of J. N. Miers, Esq., situate in the parish of Llanegwellsch, and within five miles of Swansea, the canal to which port runs through the estate. This fine mineral property possesses all the elements of a most profitable colliery. For particulars apply to Messrs. Brough and Son, mineral surveyors, &c., Neath, Glamorganshire, if by letter post paid.

TO SPECULATORS.

EXTENSIVE COPPER WORKS.—TO BE SOLD, for the

space of TWENTY-ONE YEARS, and entered upon immediately, that valuable Copper Mine, called SYGUN, situated in the parish of Reddiferth, in the county of Merioneth. The expense of settling the above mine into a regular system of working will be but very trifling. Nature having given every advantage. It is quite adjacent to the public road, and at a distance of eight miles from the nearest Tremadoc, five of which may be performed by water.

All particulars and tenders are to be made (post paid), with the letters "S. M." endorsed, to D. W. Griffith, Esq., Reddiferth, North Wales; and for personal inspection of the works, apply to Mr. Robert Roberts, Mining Agent, Reddiferth.

N.B.—All machinery thereon may be had after the 1st of May next.

MINE, AND MINING MATERIALS FOR SALE.—To be

Sold, by Auction, at the Counting-house, on Monday, 23d April next, by Two o'clock (unless previously disposed of by private contract, of which due notice will be given), all that valuable and very promising Tin and Copper Mine called WHEAL UNY, in the parish of Redruth, together with all the MATERIALS thereon, consisting of a 36-inch Cylinder Steam Engine, with boiler, &c. complete; about eighty fathoms of pitwork; and every other mining requisite.

The Mine is in good course of working to the forty-four fathom level, and has produced and actually sold within the last month upwards of 4,400 cwts. of Tin and Copper Ores, and with every appearance of raising increased quantities.

Further particulars may be had by application to the Agents on the Mine; to J. Smith, Esq., solicitor, Devonport; Thomas Curry, Esq., 1, Bread-street, Chesham, London; or at the office of the late Thomas Treagus, Esq., Redruth (if by letter post paid).—Dated Redruth, April 10.

RIVER SUIR NAVIGATION.—CONTRACTS for WORKS.

Notice is hereby given, that the Directors will meet at their Office in Carrick-on-Suir, at Twelve o'clock, on the 25th of April next, to RECEIVE TENDERS for the EXECUTION of the FOLLOWING WORKS.—

CONTRACT No. 1.—To excavate a channel through Brown's Wood Bank, River Suir; the length is 500 yards or thereabout, the breadth at base twenty feet.

CONTRACT No. 2.—To excavate a channel from Tishalla to Carrick, a distance of about 200 yards, the breadth at base seventy feet.

Plans, sections, form of proposals for the above-named works, are ready for inspection at the Secretary's Office, Carrick-on-Suir.

The directors do not bind themselves to accept the lowest offer, and security will be required for the due performance of the contract.

Suir Navigation Company's Office, Carrick-on-Suir, March 16. A. O'BRIEN, Secretary.

MURKIRK IRON WORKS.

UPSET PRICE, £20,000.

TO BE SOLD BY PUBLIC ROUP, on Wednesday, the 17th

of April, at one o'clock afternoon, within the Royal Exchange Sale-Rooms, Glasgow (if not previously disposed of by private contract), those well-known IRON WORKS carried on at MURKIRK, in the COUNTY of Ayr, with every capability for prosecuting an extensive business in the manufacture of PIG IRON, BAR-IRON, IMPLEMENTS, AND CASTINGS.

The following is a description of the works, machinery, fixtures, and land, to be exposed at the above low upset price, for the encouragement of competition. The purchaser will receive the movable stock, on a valuation by neutral persons.

UNDERGROUND DEPARTMENT.

1 Pumping Engine, with 5 boilers.—The steam cylinder 66 inches diameter, 8 feet stroke; working barrels 144 inches diameter. Also, injection and other pipes, and about 50 fathoms of 1 1/2 inch pipes, in two columns, for drawing water.

10 Pumping and winding gins of various power, with boilers, at the coal and ironstone pits, including pit-head framing, and winding apparatus, at present in use. Cast-iron pit rails, about 11,000 yards.

PIG-IRON DEPARTMENT.

4 Blast furnaces, viz. 2 furnaces, with cast & bridge houses, & heating apparatus. 1 Do. with cast and bridge house, sifting machine, and heating apparatus.

Blowing engines, viz. 1 engine, double cylinder, 4 feet diameter, 8 feet stroke; the blast cylinder 8 feet diameter, with about 400 yards of pipes.

1 Do. single power, the steam cylinder 37 1/2 inches diameter, 4 feet stroke; the blast cylinder 6 1/2 feet diameter, 4 feet stroke, for conveying the blast to the furnaces.

60 Ovens for cooking coal, and 4 kilns for calcining ironstone, with about 500 yards of 4 and 6 inch pipes, for conveying water to the ovens; and other pipes, and plates in connection therewith.

BAR-IRON DEPARTMENT.

Steam forge, with two chaferies, a hammer for drawing bars, and a tilt hammer for making axes, and other articles, or for plating; driven by a double power steam-engine; the steam cylinder 24 inches diameter, 5 feet stroke.

Water forge, with two chaferies and five pushing furnaces, bar-iron coils, &c. The water wheel 20 feet diameter, and 6 feet broad; driving a shingling hammer, a hammer for drawing bars, a set of billeting rollers, and shears for cropping bars, &c.

Rolling mill, with chaferies; water wheel 24 feet diameter, and 6 feet broad; driving rollers for finishing bars, a turning lathe, & shears for cutting mill bars, &c. Fineries, viz. 2 for preparing the pig-iron.

MISCELLANEOUS.

Cast and malleable rails, about 10,000 yards, for conveying the materials to the works.

Foundry, with stoves, air furnaces, cupola, crane, &c.

Brick stove and kiln, clay mill, with steam-engine and boiler.

Smiths' and carpenters' shops, wood-yard, shed, saw-pits, oil-press, engineer's office, &c. Provision and cloth stores, and bakehouse.

Counting houses, with dwelling house above.

Manager's house, offices, pleasure grounds, and walled garden.

Mining overseer's house, office, and garden.

Workmen's houses built to accommodate 150 families, besides houses for 40 families, held on lease at moderate rents. The village of Murkirk being contiguous to the works, admits of ample accommodation for workmen.

Farming premises, including Grieve's house, barn, hay-loft, stables, byres, milk-house, boiling houses, and granaries; thrashing mill, straw-cutting, and churning machine, driven by a water wheel, with iron pipes for conveying the water; also, boilers and apparatus for dressing food for horses and cattle.

The farm consists of about 125 imperial acres of thoroughly drained land, in a high state of cultivation, and intersected with thriving plantations.

Ground occupied by the works, and other houses in connection therewith, including the manager's house, offices, garden, and lawn, extends to about 50 imperial acres.

Right to the water of two reservoirs, occupying about 100 Scotch acres, held in conjunction with the Cullin Company.

The works are situated on the banks of the river Ayr, and have a supply of water, at all seasons of the year, with falls equal to about 100 horse power. The field of minerals is rich and extensive; the leadings are moderate; and the materials are excellent, and can be procured at cheap rates. Beyond an abundance of clay-based ironstone, black-band has recently been discovered. The quality of the product has long been established, and highly appreciated both in the home and foreign markets. The projected railway from Carlisle to Glasgow will pass within a few miles of the works.

For further particulars, application may be made to Mr. Matthew Crockett, Glasgow, at George's-square, or to Messrs. Morrison and Paterson, writers, Glasgow; to Messrs. Walker and McNeill, W.S., Edinburgh; to Messrs. Crawford and Co., London; to Messrs. Cowan and Son, Ayr; or to the managers of the works, at Murkirk.

Glasgow, March 14.

THE PATENT SAFETY FUZE.

For BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This fuze affords the safest, strongest, and most expeditious mode of effecting this very hazardous operation. From many testimonials to its superiority with which the Manufacturers have been favoured from every part of the Kingdom they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.

"I am very glad to hear that your recommendations have been of any service to you. They have been given from a thorough conviction of the great superiority of the Safety Fuze, and I am sure you will find it a most valuable addition to your stock."

Manufactured and sold by the Patentees, BUCKLE, GUNTER, and DAVIS, Cambridge, Cornwall.

YORK AND NORTH MIDLAND RAILWAY COMPANY.

—TENDERS FOR LOANS.—The directors of the York and North Midland Railway Company are prepared to receive TENDERS for LOANS of MONEY on interest, at the rate of 5 per cent. per annum, in sums of not less than £200, and for three or five years. Tenders, stating the amount and term of years for which the same may remain, to be addressed to the secretary at this office, or to Mr. Pattison, North Midland Railway office, 13, George-street, Mansion-house, London.

GEORGE HUDSON, Chairman.
JAMES MEER, Deputy-Chairman.
GEORGE BAKER, Sec.

By order,
York and North Midland Railway Office, York, March 25.

LONDON AND CROYDON RAILWAY.—The directors will

receive PROPOSALS for the remainder of the BONDS under the company's seal, in sums not less than £300 each, bearing interest at 5 per cent. per annum, payable half-yearly, on the 15th of July and 15th of January; the principal of the bonds to be redeemable at the option of the parties, at either of the following dates, viz., on the 15th of July, 1844, 10th July, 1848, 10th July, 1852.

By order of the directors,
1, Bank-buildings, Cornhill, London, April 9. R. S. YOUNG, Sec.

BRITISH SILVER, LEAD, AND COPPER MINING COM-

PANY.—A Code of Rules and Regulations having been adopted by the proprietors, and a new board of Five Directors appointed.

Notice is hereby given to those shareholders who hold old scrip, and will pay up all calls, with arrears of interest,* that they may, by signing the code of regulations, and delivering up their scrip, be admitted proprietors, and receive new scrip in exchange for the old, provided that such payments be made on or before the 20th of April next—Messrs. Prescott, Grote, and Co., bankers, London, and the Phoenix Bank, Liverpool, are alone authorized to receive such payments.

* No payments will be received after the 20th of April, and the company will then consist of such persons as have paid up all arrears of calls and interest, and no others will be acknowledged as proprietors.

By order of the directors,
1, Bank-buildings, Liverpool, March 1. R. SHERRATON, Secretary.

* To enable parties to make their payments correct, as regards INTEREST on calls in arrears, the following are the dates when each CALL became due, and from which dates interest at the rate of 5 per cent. must be calculated up to the day of payment:

First call of £1, due 14th February, 1837.
Second " £1, " 16th October, " 1837.
Third " £1, " 19th April, 1838.
Fourth " £1, " 23d November, "

NEWFOUND-POOL MINING COMPANY.—At a Special

General Meeting of the shareholders, agreeable to public advertisement, held at the George Hotel, Leicester, on Monday, the 1st of April.

1.—It was moved by Mr. Marmaduke Barrowcliffe, and seconded by Mr. William Harding, That in order to proceed with the works of the company, each proprietor holding from one to three shares, be required to take an additional quarter share, and so on in proportion for every succeeding three shares, which he or she may hold.

2.—Moved, as an amendment, by Mr. W. Harrington, and seconded by Mr. J. Jos. Cooper, That each proprietor be required to take one additional quarter share only.—On the two motions being put, the amendment was carried by a majority of nineteen votes.

3.—Moved by Mr. Thomas Checkley, and seconded by Mr. J. J. Cooper, and carried unanimously, That one-half of the money for the quarter share be paid at the next Meeting, held on the 20th of March, when a Provisional Committee was appointed; the following resolutions were agreed as a motive for, and deemed amply sufficient to warrant the establishment of another Joint-stock Bank in Sheffield:

That on a comparison with the surrounding smaller towns, it is found there are three banks each in Barnsley, Chesterfield, and Doncaster, not any of them amounting to one seventh of the population of Sheffield, and all meeting with the necessary encouragement to ensure their success; whilst in Leeds and Birmingham, towns with which Sheffield may be classed, a greater number of banks are established in proportion to their extent and mercantile importance than in Sheffield.

That the nature of the trade of Sheffield causes a greater amount of bills to be drawn, and a larger demand for specie in payment of wages than most other manufacturing towns; that it is well known, a large sum in bills is continually sent to the banks of other towns for discount, and with regard to cash for wages, it is submitted that the bank now proposed to be established, issuing Bank of England paper and gold only, will afford greater accommodation and facilities to the commercial interest than is at present experienced.

That there are about fifty joint-stock and private banks which do not issue their own notes, but those of the Bank of England only; no such establishment settling on this principle being nearer to Sheffield than Nottingham, Manchester, Hull, or Birmingham; at the latter town, whose manufactures and trade are in a great degree similar to those of Sheffield, four of its banks are successfully established on the plan now proposed.

That the shares of the four joint-stock banks in Sheffield (one of which is a branch only; but a premium averaging from 40 to 45 per cent. per share, which premium is rising).

That the number of shareholders in those four banks resident in Sheffield and the vicinity, connected with trade, is of limited extent when contrasted with the population (estimated at upwards of 110,000 persons), and as compared with their experience affords additional evidence that there is ample room for the shares of the bank now projected, to be advantageously taken up and appropriated.

Induced by the reasons above stated, it is proposed to establish a joint-stock bank, to be intitled

"THE BOROUGH BANK OF SHEFFIELD."

On the following basis.

That the capital of the bank consist of 6000 shares of £50 each; that the first call be Five Pounds Five Shillings per share; the sum of Five Shillings per share being appropriated to the preliminary expenses of forming the bank—and the Five Pounds as a part of the capital paid-up; future payments to be called for in moderate instalments as the increasing business of the bank may require.

That the bank do not issue any of their own notes, but solely those of the Bank of England and specie, reserving in the deed of settlement, a power to the directors of issuing local notes, with the approbation of a majority of shareholders, should it at any future period be deemed advisable.

That the management of the establishment be confided to five directors—two of whom shall be the acting and private directors, and the remaining three to be chosen on such occasions only as the acting directors may deem necessary.

That a considerable number of shares having been already taken, there be no disclosure of the names of the subscribers, until their official registration at the Stamp-office, in London.

Applications for shares to be made to Messrs. Rodgers and Son, solicitors to the Bank, which applications will be taken into consideration as early as possible, and due notice given of their appropriation.

Sheffield, March, 1839.

FORM OF APPLICATION FOR SHARES.

BOROUGH BANK OF SHEFFIELD.

Capital £300,000, in 6000 shares of £50 each.

To the Provisional Committee,

Gentlemen,—I hereby apply for shares in this Bank, and undertake to comply with the provisions to be expressed in the Deed of Settlement, in respect of all or any part of each number as may be allotted to me.

I am, gentlemen, your obedient servant,

Signature _____

Residence _____

Trade or occupation _____

Number of shares applied for _____

Date _____

ANTI-COAL MONOPOLY ASSOCIATION.—The PRO-

SPECTOR, containing the opinion of Mr. J. Tidd Pratt, now ready, and may be had on application at the offices of Messrs. Northhouse and Bloom, parliamentary agents, 4, Parliament-street; or of Messrs. Clarke and Lewis, paper and advertisement agents, Crown-court, Threadneedle-street.

Official applications for shares may also be left, distinguishing whether for ordinary or capital shares.

And published by J. Wolfe, 55, High Holborn—New Edition.

A TREATISE ON ISOMETRIC DRAWING, as appli-

able to Geographical and Mining Plans, perspective delineations of mechanical grounds, perspective views and working plans of

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT-STOCK COMPANIES.

MONDAY.

London and Croydon Railway—Bill read second time, and committed to Mr. Kemble and the East Surrey list.

Edinburgh, Leith, and Newhaven Railway—Petition against; ordered to lie on the table.

Ballochnay Railway—Bill read second time, and committed to Mr. Lockhart and the South Scotland list.

Wishaw and Coltness Railway—Bill read second time, and committed to Mr. Lockhart and the South Scotland list.

Monkland and Kirkintilloch Railway—Bill read second time, and committed to Mr. Lockhart and the South Scotland list.

West Durham Railway—Bill read second time, and committed to Mr. Harland and the South Durham list.

London and Greenwich Railway—Bill read second time, and committed to Mr. W. Attwood and the West Kent list.

Five Insurances—Petition for repeal of duty thereon; ordered to lie on the table.

Great Central Irish (Celbridge and Mullingar) Railway—Petition for enlarging the time to present a petition for a bill until the 30th April; referred to select committee on petitions for private bills.

London and Southampton (Portsmouth Branch) Railway—Report further considered; bill re-committed to the former committee.

Patents for Inventions—Return presented—of the total amount of fees and other expenses payable on taking out a patent of invention for England, Ireland, and Scotland [Address 18th July, 1836]; ordered to lie on the table.

Railways—Return presented—of all bye-laws relating to railroads, imposing penalties upon persons other than those in the service of the company [Address 4th March]; ordered to lie on the table.

TUESDAY.

Westminster Improvement Company—Petition complaining of non-compliance with the standing orders; referred to select committee on petitions for private bills.

Manchester and Leeds Railway—Petition against; referred to committee on the bill; counsel ordered.

Birmingham and Gloucester Railway—Bill read second time, and committed to Mr. Phillpotts and the East Gloucester list.

Great North of England Railway—Petition against; referred to committee on the bill; counsel ordered.

Railway Bills—Motion made, and question proposed—"That the further consideration of the report on railway bills be not entertained before Tuesday, the 23d of April inst."—Amendment proposed, at the end of the question, to add the words "with the exception of the Great Western Railway Bill."—Amendment, by leave, withdrawn.—Main question put, and agreed to.

Railways—Resolved, That the further consideration of the report on railway bills be not entertained before Tuesday, 23d inst.

Railway Companies—Account ordered, "of the several amounts borrowed by the railway companies now before Parliament, in anticipation of calls of their capital stock, with the date at which the last call was made, the amount of capital stock not called up; stating the several Acts, under the authority of which the said sums have been raised."

Railroads (Ireland)—Alphabetical list ordered, "of the names of all persons through whose property the proposed line of railroad between the cities of Dublin and Cork and Limerick is intended to pass; stating whether such property is held in fee, or by virtue of a lease for years, or for years, under any corporation, sole or aggregate, lay or ecclesiastical; distinguishing the name of each person who is a member of either House of Parliament."

THURSDAY.

Tin—Accounts presented—of tin and tin ore, zinc, and calamine, imported and exported in the last three years [ordered 6th March]; ordered to lie on the table.

Liverpool and Manchester Extension Railway—Two petitions against; referred to committee on the bill; counsel ordered.

Neeropolis Cemetery—Petition against; ordered to lie on the table.

London and Birmingham Railway—Petition of trustees of the Warwick and Northampton road, members of the corporation and inhabitants of Daventry, and others, for the insertion of a clause; referred to committee on the bill.

Manchester and Leeds Railway—Petition against; referred to committee on the bill; counsel ordered.

Ballochnay Railway—Petition against; referred to committee on the bill; counsel ordered.

Great Central Irish (Celbridge and Mullingar) Railway—Petition for enlarging the time for presenting the bill proposed; leave given to present the bill on or before Tuesday, April 30.

Railways—Select committee appointed, "to inquire into the state of communication by railways, and to report their observations thereupon to the House;" committee to be nominated.

LAW INTELLIGENCE.

THE COMMERCIAL RAILWAY COMPANY.

COURT OF CHANCERY—TUESDAY.

STONE V. THE COMPANY.—Mr. WIGRAM and Mr. WALKER moved in this matter to extend an injunction, granted by the Vice-Chancellor before the holidays, and by which the defendants were restrained from summoning a jury to assess the compensation due to the plaintiff for a certain portion of a timber-yard, situated at Limehouse. The defendants had obtained an Act of Parliament for constructing a railway from Blackwall to the Minories. The line ran through a piece of ground which was at one time occupied by a Mr. Richardson, as a wharf for landing timber in bond, and which, subsequently to his bankruptcy in 1837, became a common timber-yard. The plaintiffs are the assignees of Richardson, and on the passing of the bill they received a notice from the company under the 30th section of the Act, calling on them to send in their estimate of the value of a certain portion of the timber-yard which they required for the purposes of the railway. The plaintiffs, in reply to this, sent a counter notice, calling on the company, under the provisions of another section of the Act (the 50th), to take the whole of the yard in question. The company then sent another notice, stating that they required only a portion of the yard, and they sued out a precept to the sheriff to summon a jury to assess compensation for that part so required. The plaintiffs then filed a bill for an injunction, and to obtain a declaration of the court that the company were bound under the 30th section of the Act to take the whole of the land as coming under the denomination of a yard, and as such protected by that section from any division. The Vice-Chancellor granted the injunction with reference to a considerable portion of the ground mentioned in the notice, but did not extend it to the whole, and against this the plaintiffs appealed, contending that a timber-yard came under the words "house, garden, or yard," and that as such the defendants could not take a part without being compelled to purchase the whole.

Mr. JACOB, Mr. RICHARDS, and Mr. HING, on the other side, maintained that the Legislature did not intend to give protection to any yard except that which was known as an enclosed space connected with a dwelling-house or manufactory, and that it would be impossible for the Commercial or any other railway company to carry their designs into execution if they were, under such an interpretation of the word "yard," compelled to purchase timber-yards, one of which, on this very line of railway, was of the extent of twenty acres.

Mr. WIGRAM was about to reply. The LORD CHANCELLOR said it appeared to him that the whole of the day had been consumed in discussing the case on the merits, when, from the firm of the proceedings, it was not in the power of the court to pronounce any opinion on those merits. The Vice-Chancellor had prohibited the defendants from going to a jury on a portion of the land mentioned in their notice. Now, the notice and the precept was the authority for acting. The defendants could not go beyond it, nor proceed to an assessment without the precept, and his lordship wished to know how the defendants could go to a jury without violating the Vice-Chancellor's injunction.

Mr. RICHARDS thought they might direct the jury to omit from their assessment the land to which the injunction extended.

The LORD CHANCELLOR doubted that. If the parties wished to have judgment on the case as it stood, his lordship was prepared to give it; but he put it to Mr. Wigram whether it was worth while to ask for it when the defendants must come before the court with the question in another form in the course of a day or two.

Mr. WIGRAM pressed for judgment, and said he had one or two observations to make on the argument of the other side.

The LORD CHANCELLOR said he should hear him in the morning, if on consideration he thought it necessary.

On the following day the case was resumed, and Mr. WIGRAM made a few observations in reply.

The LORD CHANCELLOR said the question was whether the railway company, in their dealings with the plaintiff, had acted in strict conformity with the powers of their Act of Parliament, and his lordship was of opinion that they had exercised those powers. By the Act of Parliament, the company, if minded to take possession of any lands not mentioned in their schedule, were to give notice to the owner or occupier, in order that he might have an opportunity of coming to an arrangement. Now, it was the duty of the company to give the plaintiff this notice, and to state distinctly what was the part of the land which they required. The value of the land was to be assessed by a jury, and the notice must specify the exact lands that were to be valued. Now, the notice was a vague and general notice, without specifying the precise portion of the yard which the company required. The precept

ought to follow the notice, and the jury were bound to ascertain the value of the land mentioned in the precept which did not mention more than a tithe of the whole yard. There was no provision in the Act to authorise the company to subdivide the property, and take the valuation of it in parts. The Vice-Chancellor had prohibited the company from going to the jury to assess the value of any land mentioned in the precept that was not fully described in the notice; but in the notice there was nothing to show what land the company really wished to take. His lordship, therefore, thought that the injunction ought to be extended to the whole of the land called a timber-yard, and as it was probable from this decision that the matter might be mentioned again, his lordship begged the counsel to recollect that he had a full note of the argument.

THE MANCHESTER AND LEEDS RAILWAY COMPANY.

WEDNESDAY, APRIL 10.

WEEK V. THE COMPANY.—The SOLICITOR-GENERAL and Mr. CARRIEN opened an appeal from a decision of the Master of the Rolls dissolving an injunction which restrained the defendants from taking measures to assess the value of a piece of land near Wakefield, which they require to secure a previous embankment of the railway. The land belongs to Clare-hall College, and the plaintiffs are trustees of the advowson of which it forms a part. The defendants have already taken a part of the land under the powers of the Act, and the question is whether they can take a further quantity in the same manner, to secure the embankment, which seems to have been made originally with too precipitate a slope.

Mr. WIGRAM was heard on the other side, up to the rising of the court.

On the following day Mr. WIGRAM and Mr. BACON were heard for the defendants in this case.—The Lord Chancellor rose at a quarter-past one.

Yesterday (Friday) the SOLICITOR-GENERAL replied to the arguments for the defendants in this case.—Judgment postponed.

THURSDAY, APRIL 11.

THE ATTORNEY-GENERAL V. THE ABOVE COMPANY.—Mr. JACOB, Mr. WAKEFIELD, and Mr. BETHELL, appeared in support of an application for an order to restrain the defendants from proceeding for an amendment of their railway Act, in violation of an undertaking given by them at a hearing of a motion by the Lord Chancellor in the last long vacation. The application then was for an injunction to restrain the company from completing a viaduct in Kirkstall, Wakefield, by which the street below was narrowed and made inconvenient to the passengers. The parties then agreed to try the question in dispute by an action at law, and the defendants gave an undertaking not to proceed further with the work in the mean time. The action cannot be tried until next summer assizes, and the defendants have gone before Parliament, and obtained leave to bring in a bill to give them new powers, by which they might get rid of this objection altogether. The learned counsel contended that this application to Parliament was a breach of the undertaking.

Mr. KNIGHT BRUCE and Mr. BACON opposed the motion on behalf of the defendants, and submitted that this court had no jurisdiction to prevent parties from going before the legislature for a modification of their Act.

The LORD CHANCELLOR said he was clearly of opinion that the parties had violated their undertaking by applying to Parliament; but he would consider what ought to be done.

BRITISH IRON COMPANY.

VICE-CHANCELLOR'S COURT—THURSDAY.

ATTWOOD V. SMALL.—The demurrers in this case stood for judgment this morning, which his Honour delivered from a written paper to the following effect:—"Upon these demurrers many points have been raised, but the demurrers may be disposed of by considering the two great questions—first, whether the plaintiff is entitled to any relief; and secondly, if he is entitled to relief, whether he is entitled to any relief against any other persons than Small, Shears, and John Taylor, the original purchasers, or which is the same thing in substance, to any relief against the purchasers beyond specific performance. Upon the first question it appears to me quite plain that the plaintiff is entitled to some relief in the nature of specific performance of the agreements against Small, Shears, and John Taylor; for there is no objection to the agreements on the face of them, nor upon what appears in the bill is there anything to affect them; and they have been partly performed by the purchasers taking possession, and partly paying the purchase money. The objection made, that six months' notice had not been given, is no objection to giving some relief, but is only applicable to the mode of dealing with the trust to be created in pursuance of the agreements. Therefore, one ground for supporting the demurrer, namely, the want of general equity fails. The second question is, can the plaintiff have relief beyond specific performance against the original purchasers? Merely by virtue of the agreements the plaintiff is not entitled to relief against any persons but the purchasers. Upon the ground of conduct only can the plaintiff have relief against any of the other persons. But if he is not entitled to ulterior relief against the purchasers in respect of their personal liability, grounded upon conduct, he cannot be entitled to relief against other persons. The purchasers were three of the trustees, and they and two other trustees and eleven other persons were the directors; and the conduct of the directors and their superintending agent, Philip Taylor, is in effect the conduct of the purchasers. The case before me is a case wherein the plaintiff expressly contracted not to have the personal liability of the purchasers, except in the limited case of their being in possession; in which case the purchasers were to be liable for the remaining instalments of the purchase money, 325,000*l.* The plaintiff acted upon that. After he had given up possession to them, he brought actions against them for the interest and recovered. At the time the actions were brought, the company were in possession, but it was a possession derived from the purchasers, and therefore it was the purchasers' possession both in the view which they, as well as the plaintiff, entertained, and in the view which both the courts of law and of equity took of the matter. It appears that the plaintiff, by his cross bill in the Exchequer, prayed a receiver; but it does not appear that he ever applied for a receiver. The contract was completely acknowledged by both parties, except so far as an attempt was made to get rid of it on the ground of fraud upon the purchasers. Mr. Wakefield, in arguing this case, contended not only that the purchasers were by reason of conduct liable beyond their liabilities on the agreements, but that by reason of their conduct the directors and the company were liable. Mr. Wakefield referred to the passage in Hanson v. Gardiner, 7 Vesey, 308, 'This principle operated, that unless there was some jurisdiction to prevent it there would be a great failure of justice.' That observation was made with reference to the case of trespass where irreparable mischief is the consequence, but has no reference to a case where a party chooses to contract to give up certain remedies, or expose himself to certain inconveniences. Mr. Wakefield next referred to passages in Patten v. Warren, 6 Vesey, 92. 'If there be a principle upon which courts of justice ought to act without scruple, it is this, to relieve parties against the injustice occasioned by their own acts, or omissions, at the instance of the party against whom relief is sought.' And what follows?—All these observations were made with reference to a case where Dr. Warren, the tenant, had first by his application at law in an ejectment against him by the reversioner, and afterwards by a bill in equity, restrained the reversioner from taking possession; and Lord Eldon held that the executors of Dr. Warren were liable to account for mesne profits. In p. 93, Lord Eldon says, 'The equity as to all of them (that is, Dr. Warren and the other tenants) arises from their joint act operating to prevent the plaintiff from having that redress at law which, in all probability, he would have had if the Court had not interfered, and which in all moral justice he ought to have had.' Reference was also made to cases where the obligee in a bond obtained an injunction against the obligor, and where a mortgagee continues in possession after he has been satisfied his principal and interest, in which cases equity given relief against the wrongful act of the mortgagee and obligor. But in what way did the proceedings of the purchasers in the Exchequer prevent the plaintiff from having any remedy for the recovery of the unpaid purchase money which he might have had or chose to have consistently with the agreements. By the agreements, after payment of the 325,000*l.*, which was paid on giving up possession, 50,000*l.* was to be paid on the 15th of April, 1836, 100,000*l.* on the 15th of April, 1837, and 75,000*l.* was to be left on mortgage for fourteen years, from the 15th of October, 1837. When possession was given up by the plaintiff does not precisely appear, but it seems to have been some after the 4th of November, 1835. The original bill in the Exchequer was filed on the 27th of June, 1836; the cross bill on the 13th of July, 1837. Before that day the company had raised upwards of 100,000*l.* of coal, and upwards of 60,000 tons of ironstone, and yet the greater part of the timber and timber trees on the estate. The letter from John Taylor to Mr. Attwood, of the 26th of November, 1835, apprised him that the company meant to pay him out of their returns, &c. the proceeds from the Congreaves. And the letters of the 9th and 13th of April, 1836, show that the plaintiff consented to postpone payment of the instalment of 50,000*l.*, which was due on the 15th of April, 1836. The half-yearly payments of 5125*l.* due on the 1st Oct., 1836, 1st of April, 1837, 1st of Oct., 1837, and 1st of April, 1838, were paid in consequence of actions brought by the plaintiff. One was defended, and tried in 1837, when the plaintiff recovered a verdict for two payments of Oct. 1836, April, 1837. There were, therefore, two actions, and there might have been three. Another action was brought for the half-yearly payment due in Oct. 1838, in consequence of which the order of the 26th of July, 1839, was made for an injunction on terms of bringing the money into court. There was an appeal from that order, and the money paid into court the plaintiff has recovered, or may receive. By bringing actions at law for the interest, the plaintiff admitted the right of the purchasers to be in possession. He did not bring any objection against them, as he might have done consistently with the purchasers' bill, and as I think, with his own cross bill for specific performance. But if the objections would have been inconsistent with his cross bill it could only have been so because the purchasers under the agreements had a right in equity to keep possession. In his cross bill he did not apply

for a receiver and manager, but was content that the purchasers should have possession for their own benefit. He did not even choose to have a specific performance of the agreements, but dismissed his cross bill voluntarily, though the reasonable inference is, that if he had brought it to a hearing, and the court had dismissed it, as probably the court would have done, the House of Lords would, upon appeal, have reversed the decree of dismissal, and decreed for specific performance. The plaintiff virtually puts his equity for having relief beyond mere specific performance upon this, that a large portion of the minerals in the property sold has been obtained by the wrongful act of the company, and thereby the plaintiff's security has been greatly diminished. But the answer is, the plaintiff chose it should be so, in order that he might have the half-yearly payments of 5125*l.* There was no new agreement when the plaintiff gave up possession that he should have any other security than that which at the time was provided by the agreements. He says he gave up possession in faith and confidence that the remaining instalments would be duly paid. But he does not state that any new agreement, verbal or otherwise, was then made. The letters of the 9th, 12th, and 13th of April, 1836, show that the plaintiff knew that further security was refused. The truth is that the agreements suppose that the possession might continue with the purchasers, and the principal sum of 325,000*l.* remain unpaid long after the times for payment of it had passed; and, of course, if the purchasers were in possession for their own benefit, they could only do so by working the minerals, and exhausting the mines. I am of opinion, therefore, that upon the ground of conduct no relief can be had against Small, Shears, and John Taylor, and apportion none against the other directors or their agents, as the company. The consequence is, that the demurrer of Bailey and others, and the demurrer of Burton and others, must be allowed with costs. But though no relief can be given against Small, Shears, and John Taylor on the ground of conduct, yet as some relief can be given against them in the way of specific performance, their demurrer must be overruled. In my view of the case, all that is stated in the bill about conduct is mere surplusage, and it is not necessary to decide upon any other ground raised by the demurrer of the purchasers than the want of equity; save only that, for the purpose of costs, I must advert to one ground, namely, the absence of a personal representative of John Morice, which I think would have been a good ground of demurrer, if the case of conduct could have been sustained, and, therefore, the demurrer of Small, Shears, and Taylor must be overruled without costs.

WEST CORK MINING COMPANY.

COURT OF CHANCERY—FRIDAY.

VIGERS v. LORD AUDLEY.—The Court was engaged up to its rising with the arguments of counsel on petitions in this case.

INFORMATIONS AGAINST PUBLIC COMPANIES.

MARLBOROUGH-STREET.

On Saturday last the decision of Mr. Conant was given in this matter, which is one of much importance to public and private companies and societies throughout the kingdom. It is already known that Stowell and Birch, the informers, have obtained the materials for a vast number of informations against companies, who have, by issuing prospectuses, setting forth their objects, infringed (as alleged) the 39th Geo. III., by not having the name of the printer attached to the papers so issued. On Saturday week the first information, against the United Kingdom Fire and Life Insurance Company, in Waterloo-place, was heard before the sitting magistrates, Mr. Conant and Mr. Dyer, on which occasion the bench expressed themselves strongly against the validity of the information; but, at the request of the informer, as the question was one of great importance, Mr. Conant agreed to postpone his final decision for a week. In the interim a similar case was heard at Bow-street, before Mr. Twyford, who gave his decision in favour of the informer. Between that case and the one last underdetermined there was this distinction—the United Kingdom Fire and Life Company had an Act of Parliament, which it was contended invested them with the character of a public body, and therefore, by a special clause, took them out of the operation of the Act of Parliament; the other party had no Act, and therefore could not advance such a plea. Mr. Conant having taken his seat, addressed Mr. Ballantine, who appeared for the defendants, and said the difficulty the learned counsel had to surmount was to convince the bench that the company came within the exceptions specified in the amended Act. Mr. Ballantine then argued the question at great length. Upon Mr. Ballantine's resuming his seat, Mr. Conant said he was reluctant to convict; and if his colleague, Mr. Dyer, differed with him in opinion, that circumstance would operate on his decision. Mr. Conant, having consulted Mr. Dyer, said his brother magistrate's opinion did not differ so widely from him as he anticipated. He was of opinion the Legislature intended to give magistrates power over all innocent papers. If the meaning of the act were confined to papers of another description, then the matter would assume the aspect of trying the nature of the papers. It was necessary to draw the line somewhere, but he felt it to be his duty to convict, though with reluctance, in the lowest penalty of 5*l.* He was sorry the Act did not empower the Attorney-General to stay proceedings. Mr. Ballantine said an appeal would be made against the decision. In fact, an application had already been made to Lord J. Russell to put a stop to such vexatious informations.

THE LATE EXTENSIVE ROBBERY OF GOLD DUST.

LAMBETH-STREET—MONDAY.

This being the day appointed for the further examination of Ellis and Lewis Casper, father and son, who have been in custody for some days on a charge of being concerned in stealing two boxes, containing gold dust of the value of 4600*l.*, from the Dublin Steam-wharf, St. Katherine's, the office at an early hour was besieged by a number of Jews from all parts of the metropolis.—After the night charges had been disposed of the prisoners were placed at the bar before Mr. Hardwicke.

Mr. Le Mole, the solicitor, and Mr. Clarkson, the barrister, appeared for the prosecution; and Mr. Yates and Mr. C. Phillips for the defence.

Mr. CLARKSON stated that it was not his intention to go into the case at any great length on the present occasion; but he did expect the attendance of a person whose testimony would have a most material effect upon the proceedings as regarded the character of other parties. With respect to the charge against the prisoners, he (Mr. Clarkson) was prepared with witnesses whose testimony was of such a character as to leave no doubt of their participation in the present serious robbery. As it would be necessary to call a number of witnesses in support of the charge, his present proposition was, that as going into a lengthened investigation certain disclosures might be made calculated to defeat the ends of justice, merely to examine one or two witnesses, and call on the magistrates to remand the prisoners for a week or ten days, as it would be perfectly impracticable to have the case prepared for trial during the ensuing sessions at the Central Criminal Court. The learned gentleman then called—

Mr. Henry Solomons, a gold refiner, of 53, Strand, and 9, Coventry-street, Haymarket, who, on being sworn, said that some improper impression appeared to have been entertained against him, which became apparent since he entered the office, and unless that was removed he should feel himself bound not to answer any questions put to him.

Mr. CLARKSON replied that the witness had been summoned to give evidence touching the extensive robbery that had been committed on his clients and unless he answered the questions put to him in a satisfactory manner, it would then be his duty to apply to the magistrate for his detention.

Mr. PHILLIPS observed that the mode of proceeding adopted by his learned friend was somewhat irregular, if not extraordinary. Mr. Solomons had been served with a summons to appear and give evidence, and in a consultation, at which he had been present with his solicitor, he certainly advised him, in courtesy to the magistrates, by all means to attend. If, however, the intention of the opposite party, in the line of examination his learned friend was about to pursue, was to ground any proceedings on the answers he might give, he certainly would advise him to be very cautious in answering any questions, as no man was bound to criminate himself.

Mr. HARDWICK was of opinion that the witness was bound to answer any proper question.

Solomons, in answer to the questions of Mr. CLARKSON, said that on Wednesday morning last he melted down various articles of gold, consisting of watch-cases, snuff boxes, chains, seals, &c., into two bars, and sent them by his young man, John Deane, who was present at the melting, to Messrs. Holt and Son, dealers in bullion, in Chancery-lane, and received 1200*l.* in payment. He could not say the precise number of any particular article which he had melted down, but kept books, in which he entered his different transactions, and the reason of his melting the gold down on this particular occasion was on account of his wanting money.

Mr. PHILLIPS here interposed, and said that such a course of examination was calculated to injure the witness, or any other respectable tradesman in his business. Mr. Solomons had attended in compliance with the magistrate's summons, and if any charge was to be made against him, he was ready to meet it.

Mr. HARDWICK replied that at present there was no charge made against the witness, and he must say he did not perceive anything improper in the examination of Mr. Clarkson. It was of course perfectly optional with Mr. Solomons to answer any question or not; but it would be his (Mr. Hardwicke's) duty to tell him that he was bound to answer any proper question. If the transaction upon which the learned counsel was examining was a fair and honest one, no honest man could have any hesitation in telling the whole truth of the matter.

Mr. Solomons, after some further discussion, said that the melting took place on Wednesday morning, about eleven o'clock, and immediately after he sent the two bars, consisting of 400 oz. 3 dwts. 24 grs. of gold, to the shop of

NEW COMPANIES

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

TALACRE COAL AND IRON COMPANY.

We observe that a company has been formed under the above title. The *Dublin Monitor* says—"The gentlemen whose names are connected with the undertaking are a sufficient guarantee to the public that the works will be conducted with prudence, profit, and good management. The seams of coal and veins of iron are situated in the parish of Llanasa, in Flintshire, and form a part of the great mineral formation, from Shropshire, through Denbighshire, Flintshire, along the western side of the Dee, till lost in the sea, reappearing on the north-west coast of England. The most ample field for operations is secured by the possession of about 2000 acres, lying directly opposite the coast of Ireland, and within thirteen hours' sail from London and Dublin, and affording easy access to our several ports."

RAILWAY INTELLIGENCE.

RAILWAYS.—In the House of Commons, on Thursday evening, on the motion of Mr. P. Thompson, a select committee was appointed to inquire into the state of communication by railways, and to report their observations thereon.

NORTH UNION RAILWAY.—The traffic on this line gradually increases. We understand that trains will be provided for heavy goods without much further delay. The progressive advance in the price of the shares, is a pretty favourable and significant omen as to the statistics of the line.—*Preston Chronicle*.

SHEFFIELD AND ROTHERHAM RAILWAY.—The directors have given directions that the carriages on this line should run on Sunday afternoons. The average number of passengers now exceed one thousand daily. Shares are quoted at 40l. premium.

LONDON AND SOUTHAMPTON RAILWAY.—The buildings and works for the railway station here (at Basingstoke) are proceeding with great rapidity; a number of hands are employed, and the scene at present is one of the utmost bustle and activity. The site selected is on a gentle eminence, within a stone's throw of the old chapel ruins and of Brook-street, commanding a fine view of the town and the highly picturesque scenery adjacent. It is already a conspicuous object from a distance, and will speedily form an important feature of the landscape from the neighbouring hills. A spacious carriage-way is forming to connect the station in a direct line from Oat-street, which will be the leading thoroughfare; other roads and footways are in progress, to render it of convenient access from various parts of the town.—*Salisbury Journal*.

NITHDALE RAILWAY COMPANY.—At a meeting of this committee, held on Thursday last, a resolution of the Glasgow subscribers, appointing Mr. Joseph Locke as English, and Mr. Joseph Miller as Scotch engineers, to prosecute a preliminary survey of the two lines by Beattock and Nithdale, with a view of enabling them, with the aid afforded by previous surveys, to decide as to the best line for a railroad between Glasgow and Carlisle, was produced and read—which resolution was accompanied by an expression of hope that the Dumfries committee would approve of what the Glasgow subscribers had done. Although the committee did not conceive themselves warranted to offer any of the funds subscribed in aid of a parliamentary survey of the Nithdale line towards this preliminary survey, a general feeling of satisfaction was expressed as to the course proposed by the Glasgow subscribers, and especially the appointment of the two engineers above named; and it was resolved to convey to their Glasgow fellow-labourers in this undertaking their concurrence accordingly.—*Dumfries paper*.

GENERAL IRISH RAILROAD.—A meeting on this subject was announced by public advertisement for Saturday last, at the Thatched-house. It was however postponed, which fact was thus intimated on a slip of paper forwarded to Mr. Willis—"The meeting advertised to take place this day is unavoidably postponed in consequence of the inability of a deputation from Ireland to attend, at whose instance such meeting has been convened." Upon making inquiries we were unable to ascertain by whom the meeting had been originally called or by whom its postponement had been directed. The order for the room at the Thatched-house was borne on a small strip of paper without any name being attached to it, and the notice of its present abandonment was conveyed by an equally uncertified document. The advertisement calling the meeting was couched in the subjoined terms:—"All Her Majesty's subjects interested in the prosperity of the western provinces and ports of Ireland, in forming railways from the east of Ireland thereto, as the shortest road to America, and in the vast general commercial advantages resulting therefrom to all parts of the United Kingdom, are requested to meet at the Thatched-house Tavern, St. James's-street, on Saturday, the 6th day of April, 1839, at one, afternoon. Irish members of both houses of Parliament are particularly requested to be present."

SOUTH-EASTERN AND DOVER RAILWAY.—Active operations at the works of this railway have been but slightly suspended during the winter months; and now, with longer days, a greater number of hands are advantageously employed. In our last notice we mentioned that the headings or first cuttings of the tunnel had been worked through in the Shakespeare cliff; since that time large portions have been excavated to the intended size of the tunnel. Between the tunnel and the eastern terminus, the works are much facilitated by using the spoil or excavated chalk in forming the necessary platforms approaching Archcliffe Fort. The platform of earth connecting the Shakespeare and Abbot's cliff tunnels and the occasional cuttings, though works of great magnitude, appear to be proceeding as rapidly as the nature of the soil and the importance of the operations will permit. The contracts are taken for the protecting sea wall. At the Abbot's cliff the shafts and galleries are forming; and here the chalk seems particularly free in working, and at the same time of the most sound and durable description. In the Warren the line has been commenced, and the cuttings from Abbot's cliff to Martello Tower No. 1 show its direction. From this point to Beachborough the whole appears to be marked out for early operations. We understand that this also is the case at Ashford, and though we have not seen the works at Tunbridge, we hear they are going on with energy.—*Dover Chronicle*.

DEDDON AND MORECAMBE BAY EMBANKMENTS.—The idea of carrying a railway across the extensive sands of Deddon and Morecambe Bay, Lancashire (in order to avoid the Westmorland hills), has been considerably ridiculed, but we cannot see with what justice. The whole of Holland has been embanked to keep out the sea; why may not something of the kind be done in England? Mr. Hague, of London, is the projector of the undertaking, and we give him credit for his intrepidity. The length of the Morecambe Bay embankment is, we understand, ten miles and fifty-one chains, and the length of the Deddon is one mile and sixty-five chains.—*Chesham's Edinburgh Journal*.

SHEFFIELD AND ROTHERHAM RAILWAY.—We hear that the directors of this railway, ever wishful to give satisfaction and safe accommodation to the public as far as possible, are about to place three or four additional engines on their line; and in order to insure the greatest possible degree of safety to the passengers, have ordered them to have flanges on the six wheels, the driving wheels, as well as the others, thereby diminishing the risk of an engine getting off the rails in the proportion of one to one hundred. Even if any of the end wheels or axles should break, the remaining wheels will keep it upon the rails—an excellent arrangement as compared with the old plan of only four flanged wheels out of the six. The traffic upon the above line is increasing, and we trust, will supply the proprietors for their investments. The number of passengers during the five months which have elapsed since the opening is upwards of 165,000, and these have all been safely conveyed without loss of life or limb.—*Sheffield Independent*.

GREAT WESTERN RAILWAY (AMENDMENT) BILL.—In the House of Commons, on Wednesday evening, Lord Worsley reported from the committee on this bill, that the application being solely for the purpose of amending the acts relating to the Great Western Railway, and of raising a further sum of money for the purposes of the said undertaking, none of the matters required by the standing orders to be inquired into by committees on bills for making railways apply to the present bill. Lord Worsley also reported from the committee, that they had examined the allegations of the bill, and found the same to be true; and had gone through the bill, and made several amendments thereunto.

NEWCASTLE AND NORTH SHIELDS RAILWAY.—This undertaking is now advancing rapidly towards completion, and the line to North Shields will, it is fully expected, be opened to the public in the early part of the month of June. The company contemplate extending the line to Tyne-mouth; and a bill for that purpose is now before Parliament, and petitions in favour of this proposed extension are at present lying for signatures at the Exchange, Sandhill, Royal Arcade, Butcher Market, North of England Joint-Stock Bank, and other places in this town, and also at different places in the town of North Shields. Extensive preparations are being made by the company in order to afford the public every accommodation; and for that purpose they have entered into contracts for the supply of several first-rate engines, embracing all the latest improvements and discoveries in mechanical science. A splendid engine called the "Hotspur," from the manufactory of Messrs. R. and W. Hawthorn, civil engineers, of this town, was placed on the line near Heaton on Monday; and a similar engine will shortly be delivered from the manufactory of Messrs. Stephenson and Co. Several other powerful engines are in course of erection. The carriages for the conveyance of passengers are being manufactured in first rate style, and will combine every improvement which can add security, or contribute to the convenience and comfort of those who may travel in them.—*Newcastle Journal*.

EDINBURGH AND GLASGOW RAILWAY.—The workmen in this quarter (Glasgow) are pushing forward briskly, and clearing away for the deposit at the head of Queen-street. They have also broke ground some time ago for the long tunnel, which commences in Bell's Park.—*Scottish Guardian*.

HARWICH RAILWAY.—It has been determined by the provisional committee, wisely, we think, not to proceed to Parliament for an Act for this railway in the present session, but to rest quietly on their oars till it is necessary to commence operations for the next session, by which time a portion of the Eastern Counties line will be opened, and the works of the remaining part to Colchester further advanced towards completion. The importance of this line becomes more manifest every day, and we are glad to learn that the Government intend to make Harwich a harbour of refuge, and to make their arrangements for this purpose in such manner as to afford every facility to the railway company for carrying into effect their plans.—*Railway Magazine*.

HALIFAX BRANCH RAILWAY.—A meeting of the gentry, merchants, tradesmen, and other inhabitants of the town of Halifax was held on Wednesday last, Mr. George Whiteley in the chair, when the following among other resolutions were unanimously agreed upon. "That this meeting is desirous to afford every facility in its power to the passing of the bill, now before Parliament, embracing the formation of a branch railway to connect this town with the main line of the Manchester and Leeds Railway, provided an assurance can be obtained that, in accordance with the pledge of the railway company, such branch railway shall be completed and opened simultaneously with the main line, and that no extra toll shall be levied in respect of such branch railway, beyond such an amount as shall bear a fair proportion to the tolls levied on the main line." "That a petition be presented to the House of Commons, praying for such alterations in the bill as will effect the two objects referred to in the preceding resolution, and that the petition now read be adopted." A liberal subscription was entered into at the meeting, for the purpose of defraying the expense incurred in a survey of the proposed branch, which had been undertaken by Mr. Leather.

TESTIMONIAL TO ROBERT STEPHENSON, ESQ.—The deservedly high estimation in which this gentleman is held, both in his professional capacity as a civil engineer of the very first eminence and as a private gentleman in all the domestic and social relations of life, must be a source of pride and satisfaction not only to his immediate family and connections, but to all who have the pleasure of being numbered amongst his personal friends and acquaintances. It has been for some time contemplated, by gentlemen who have had some personal intimacy with Mr. Stephenson, or much intercourse with him in the way of business, to present him with some testimonial of their respect and esteem. Now that Mr. Stephenson has completed the public works upon which he was engaged—when he has established a lasting monument to his professional fame, in the London and Birmingham Railway, and when the relative position of the parties precludes the possibility of the imputation of improper or unworthy motives, this long desired object is about to be carried into effect. A few friends (brought together for other purposes) met in Birmingham, on Tuesday, the 24 inst., and it was resolved to enter into a subscription forthwith, for the above purpose. The subscribers are restricted to gentlemen who have been engaged as contractors for the construction of railways or the supplying of the permanent materials, and the sums subscribed are not to exceed 5l. each, in order to afford as large a number of persons as possible the gratification of contributing to this testimonial. About 200l. was immediately subscribed in the room, a committee was appointed to collect subscriptions, and J. D. Barry, Esq., of Manchester, undertook the duties of honorary secretary to the committee. We doubt not that the testimonial will be worthy of Mr. Stephenson and of the respectable body from whom it will be presented.—*Midland Counties Herald*.

COAL.—Another new coal company is about to commence workings within half a mile of the town of Oswestry, on the left hand of the road on entering from Shrewsbury. It is the intention of the proprietors to lay down a tram-road to the canal at Marsbury, not only to convey their line coal for loading to the various line works, but to bring up Liverpool and Manchester goods to the town.—*Cheshire Chronicle*.

PNEUMATIC TELEGRAPH.—A model of a pneumatic telegraph, proposed by Mr. Croxley, has been lately added to the interesting collection at the Polytechnic Institution. The general introduction of railways, and the speed of railway travelling, seems to require that some means of communication between station and station, by night as well as by day, should be established, to guard against the collision of express trains, and other accidents. For this purpose, hydraulic and electro-magnetic telegraphs have been suggested, but we are not aware that either have been adopted; and now a pneumatic telegraph is offered. Atmospheric air is the conducting agent employed. The air is isolated by a tube, extending from one station to another—one extremity of the tube is connected with a gun-holder or other collapsing vessel, as a reservoir, to compensate for any diminution or increase of volume, arising from compression or from changes in the temperature of the air in the tube, and for supplying any casual loss by leakage. The other extremity of the tube terminates with a pressure index. Thus, if any certain degree of compression be produced and maintained in the reservoir at one station, the same degree of compression will speedily extend to the opposite station, where it will become visible to an observer by the index. Thus (says Mr. Croxley) with ten weights, producing ten different degrees of compression, distinguished from each other numerically, and having the index at the opposite station marked by corresponding figures, any telegraphic numbers may be transmitted, referring in the usual way to a code of signals. The only experience in the transmission of atmospheric air through conduit tubes, which applies particularly to this subject, may be referred to at three railway establishments—viz., Edinburgh, Liverpool, and Euston-square, London. In these establishments, air-tubes, from one mile and a quarter to two miles in length, have been employed, for the purpose of giving notice when a train of carriages is ready to be drawn up the inclined plane by the stationary engine at the summit, so that it may without delay be put in motion. This notice is communicated by blowing a current of air through the tube at the foot of the inclined plane, and sounding an organ pipe, a whistle, or an alarm bell at the stationary engine. This operation has been regularly performed from two to four years, without one single failure or disappointment. Mr. Croxley also states, that a trial was made with a tube of one inch in diameter, very nearly two miles in length, returning upon itself, so that both ends of the tube were brought to one place—the compression applied at one end, was equal to a column of seven inches of water, and the effect on the index at the other end appeared in fifteen seconds of time.—*Atkinson*.

Mr. Bult, and received a check for it. The check was cashed, and he received eleven one hundred pound notes and 100 sovereigns for it. The witness said he might have a couple of the notes he so received still in his possession, and he lodged three others in his bankers; but what he had done with the remaining six he refused to give any account. After much difficulty on the part of the learned counsel, the witness said he might have sent three or four hundred pounds of it to his shop in Coventry-street, and the remainder he might have paid to persons from whom he had borrowed money; and concluded by saying he had no right to account in this way, and he certainly should not answer any more questions.

Mr. CLARKSON observed, that this being the case, he certainly would advise those engaged in the prosecution to look after, and have the whole of, these notes.

Mr. George Henry Bult deposed to having been present when the servant of Mr. Solomon brought the two bars of gold, and received the check for them. The gold had been sent on Friday morning to Dover by coach, to be forwarded to Paris, but he had the assay marks and bits of the ingots to show the quality. The check was on the banking-house of Roberts and Co., and was for 1200l. The firm to which he belonged had done considerable business with Mr. Solomon, but he did not recollect any one transaction before that amounted to more than 600l. The witness was not a competent judge of gold so as to speak positively, but his opinion was that the two ingots in question were composed of different articles of gold melted down.

Mr. CLARKSON—But would not a couple of penny pieces thrown into a crucible with Brazilian gold materially alter its appearance?—Witness—Certainly it would.

Jane Bradley said, she had been a servant in the employment of Henry Moss, who is a watchmaker and foreman to Mr. Hyams, a watch manufacturer, in Leman-street, Goodman's fields, and resided at No. 12, New-street, close to the London Hospital. Her master was always in the habit of going to his employment in his working dress. On the morning of Monday, the 25th of last month (the day upon which the robbery had been effected) she recollected his going out at half-past eight o'clock in the morning dressed in his best clothes, and returned about one o'clock, when, contrary to his usual mode, he gave a single knock at the door, and was let in by Mrs. Moss. After stopping in the parlour a few minutes he went out again, and did not return until eight o'clock in the evening. This witness went into a lengthened and minute statement of the different visits of the elder prisoner to her master's house, both before and after the robbery—her finding a quantity of wood ashes with nails, and a portion of red sealing-wax about the fire-place on the morning after the robbery—her master taking the brass plate off his door during that night, and removing from his house in New-street to a lodging in Mansell-street—and, in short, detailing such circumstances as could leave no possible doubt on the mind of any person who heard her, that Moss was the individual through whom the robbery had been effected, and to whom the boxes of gold dust had been delivered. At the conclusion of her testimony the prisoners were remanded until Thursday week.

PATENT ROTATORY STEAM-ENGINE.

We insert the following notice of a new rotatory steam-engine, which is now attracting some attention in the north, without, however, vouching for the extraordinary results which seem to be anticipated from it:—

Several months have elapsed since we last noticed this remarkably simple application of steam. Not having studied the subject, we were not prepared to discuss its merits, and, therefore, left it to prove its powers and utility by the test of time. We had no idea, however, of the host of opposition which this rotatory engine would meet with, from motives which need not here be discussed; but it is evident that this important arrangement for steam power would have been lost to this country, had not the parties concerned in bringing it forward possessed something more than common perseverance. On Saturday, the 29th ult., we were, with many other persons, highly gratified by examining, while at work, the rotatory engine attached to the thrashing machine at Mr. Allan's farm at Piton, near Granton, about two miles from Edinburgh. The engine was lately erected by Mr. Ruthven, and besides driving a five-horse thrashing machine, it works, at the same time, two sets of elevators, a hummelling machine, revolving 400 times per minute, and two pair extra fanners. Although the engine is the smallest size made, it has a superabundance of power for all the above work, which we saw it execute. Mr. Allan informed us that it does all the work in a most satisfactory manner, and beyond his most sanguine expectations; that it will thrash ten bolls of oats per hour, and at an expense of not more than 1 cwt. of coals; it employs six servants hard at work bundling the straw as it comes from the mill.

Mr. Allan thinks the engine highly adapted for farm purposes, from its simplicity, and that are long, no farmer of fifty acres will be without one, as any farm-servant may easily manage it. The chimney stalk of Piton is fifty feet high, but that is not necessary as the patentee has seen them in the United States not exceeding eighteen feet. Mr. Allan intends adding straw-cutting and grain-bruising machinery to the engine, and apparatus for steaming food for his cattle.

Our scientific readers who may examine it at work, will be not a little surprised to see the simplicity and effect of this application of steam power. To those who feel interested in such improvements, we shall endeavour to give a brief explanation, which may also interest those who have it not in their power to inspect it.

All are aware that steam power is produced by converting water into steam, but all do not agree in the mode of its application. Thus we have steam-engines whose parts weigh upwards of 200 tons, all considered necessary before the power of the steam can be made available. One engine within a few miles of this city (Sir John Hope's, at Stoney Hill), has a beam of cast-iron for conveying the motion and power from the piston, the weight of which is above sixteen tons, and the complexity of the parts is clearly illustrated by an engraving of it, published some time ago.

In the rotatory engine, which we shall now attempt to describe, and which does not weigh half a ton, it may be said there is nothing to consume the power, but the work performed. The engine, which consists of two round concave plates of cast-iron, bolted together so as to form a hollow case five feet diameter, and about the size of a carriage-wheel, is placed upon its edge; a hollow cast-steel axle passes through the centre of the case, and on this axle two hollow cast-steel arms are fixed, which revolve in the case. On one end of the axle outside the case is fixed an iron pulley, from which the power is conveyed by means of a belt and drum to the thrashing machine. The steam, or power, passes from the boiler into the hollow axle by a small wrought-iron pipe, from thence into the arms, whence it is discharged at each end into the case, thereby producing rotatory motion, and giving out power, and from the case the steam passes to the air. The arms being fixed on the axle, carry it round, and of course the pulley on it, at a velocity which is adapted to the work required.

Many have supposed that this arrangement of steam power could only be available for small engines; we are, however, assured by Mr. Ruthven, that the great value of this rotatory, is its application to large engines; and he will engage to make them of one or two hundred horse-power, and guarantee their power to that extent. For locomotive carriages they will produce any speed required without either crank or toothed wheel, and with a great economy of fuel and relative expenses.

We certainly consider this application of steam deserving of great attention; Mr. Craig, who has the merit of introducing the engine into this country, and Mr. Ruthven and his son, who have devoted their attention and exertions to construct it, and bring it into use, ought at least to be spared that opposition which they have hitherto met with, chiefly from persons who have never deigned to look at it. It is also fair to state Mr. Allan's merit; it is not yielding to the great interest employed to prevent him from adopting it, and the more so, as, we believe, this identical engine, boiler, pump, and everything connected with it, were erected at Mr. Hyburn's, at Whittingham; and such was the opposition made to it, that Mr. Ruthven agreed to remove it. Mr. Allan is now, therefore, in possession of the first rotatory steam-engine erected in this country for thrashing. We understand that a rotatory engine of twenty-horse power will be erected at Mr. Hogg's paper mill, at Colinton, in a few weeks, and another in London, for Mr. Douglas, of America-square.—Mr. Allan kindly allows the engine to be inspected.—*Edinburgh Chronicle*.

DEVONPORT STEAM NAVIGATION COMPANY.—This company was dissolved by mutual consent, on Tuesday, 2d inst., it having been found, after a fair trial, that the traffic on the river was not sufficient to maintain a vessel of the size of the one employed by the company in this trade. On this occasion a number of the shareholders dined together at the London Inn, Mr. D. H. Hainsman in the chair. Among the special and complimentary toasts, the health of the treasurer and secretary, Mr. P. C. Clarke, was drunk amidst loud plaudits, and as a further proof of the estimation in which his valuable services were held by the company, a handsome silver snuff-box was presented bearing the following inscription:—"Presented 2nd April, 1839, to Mr. P. C. Clarke, by the Devonport Steam Navigation Company, in testimony of the high opinion they entertain of his valuable services as their secretary."—*West of England Conservative*.

Some remarkably fine caverns have just been discovered among the calcareous hills near Valon, in the Ardèche. They descend one below the other, are full of very beautiful stalactitical and stalagmitical concretions, and contain near the entrance a considerable quantity of bones of men and animals, as well as some antique urns, and other interesting objects.

ANTI DRY-ROT COMPANY.—At a Meeting of Shareholders of this company, held at the office, Lime-street-square, this 12th day of April, WILLIAM REVELL VIGERS, Esq., in the chair;

It was moved by Mr. Casson; seconded by Capt. Ewbank, That the proposition read by Mr. Sewell, for the equitable arrangement of the shares of the Company, be adopted.

Moved by Mr. S. Amory; seconded by Mr. Hutchinson, That Mr. Collett is highly deserving of the thanks of this meeting and of the shareholders for his talent and conduct in the late investigations of the affairs of the Company, and that he be requested to ascertain the holders of the shares and the amount paid by such shareholders severally, in such way as he shall deem expedient, and his decision be final.

Moved by Mr. Merrett; seconded by Mr. A. J. Valpy, That the transfer books be opened on Monday next for the registration of transfers of shares which have been sold prior to the 21st March last.

The Chairman having left the chair,

Moved by Mr. Casson; and seconded by Mr. T. Tison, That the thanks of this meeting be due to Mr. Vigers, the Chairman, for his exertions in the affairs of the Company.

Moved by Mr. S. Amory; and seconded by Mr. Collett, That the thanks of the Meeting be given to Mr. Sewell, the solicitor.

For the Secretary, WILLIAM FIELD.

2, Lime-street-square, April 12.

ANTI DRY-ROT COMPANY.—Notice is hereby given, that the TRANSFER BOOKS of the Company will be OPEN from MONDAY, the 15th day of April inst., to the 1st of May next, for the Registration of Transfers of Shares, which have been sold prior to the 21st day of March last.

For the Secretary, WILLIAM FIELD.

2, Lime-street-square, April 12.

ANTI DRY-ROT COMPANY.—Notice is hereby given, that all CLAIMS FOR SHARES, made in pursuance of the Resolutions of the Meeting held this day, will be RECEIVED at the office in Lime-street-square, on TUESDAYS, THURSDAYS, and SATURDAYS, between the hours of Ten and Four.

For the Secretary, WILLIAM FIELD.

2, Lime-street-square, April 12.

THE THAMES TUNNEL. entrance near the Church at Rotherhithe, on the Surrey side of the River, is open to the public daily (except Sundays), from Nine in the morning until dark. Admittance One Shilling each. Both Arches are brilliantly lighted with Gas, and the descent to them is by a new and more commodious staircase. The Tunnel is now upwards of 970 feet in length, and completed to within a distance of less than 30 feet of low water mark on the Middlesex shore.

By order, J. CHARLIER, Clerk to the Company.

Thames Tunnel Office, Wallbrook-buildings, Wallbrook, April.

N.B.—Conveyances to the Thames Tunnel, by omnibus, from Charing Cross, Fleet-street, and Gracechurch-street; also by the Woodwich and Greenwich Steam Boats, at Hungerford, Quenchinthe, Dyer's Hall Wharf, and London Bridge, every half-hour.—Books descriptive of the Works are sold at the Tunnel, price One Shilling.

BRITANNIA LIFE ASSURANCE COMPANY,
1, PRINCES-STREET, BANK, LONDON.
CAPITAL—ONE MILLION.

DIRECTORS.
William Barrett, Esq., Samuel Bevington, Esq., William Peckham Black, Esq., John Brightman, Esq., George Cohen, Esq., Mills Coventry, Esq., John Drowett, Esq., Robert Eginton, Esq., Erasmus Robert Foster, Esq., Alex. Robert Irvine, Esq., Peter Morrison, Esq., William Shand, Jun., Esq., Henry Lewis Simale, Esq., Thomas Teed, Esq.

MEDICAL OFFICERS.—William Stroud, M.D., and Ebenezer Smith, Esq., Surgeons. Solicitor—William Bevan, Esq., Old Jewry.

ADVANTAGES OF THIS INSTITUTION:
A most economical set of tables—computed expressly for the use of this Institution, from authentic and complete data, and presenting the lowest rates of assurance that can be offered without compromising the safety of the Institution.

Increasing rates of premium on a new and remarkable plan, for securing loans or debts; a less immediate payment being required on a policy for the whole term of life than in any other office.

A Board of Directors in attendance daily at Two o'clock.

Age of the assured in every case admitted in the policy.

All claims payable within one month after proof of death.

A liberal commission allowed to solicitors and agents.

Medical attendants remunerated in all cases for their reports.

Age.	Premium per cent. per annum payable during				
	First Five years.	Second Five years.	Third Five years.	Fourth Five years.	Remainder of Life.
20	1 1 4	1 5 10	1 10 11	1 16 9	2 3 8
30	1 6 4	1 12 2	1 19 1	2 7 4	2 12 6
40	1 16 1	2 4 4	2 14 8	3 7 3	4 3 4
50	2 16 7	3 9 4	4 5 5	6 5 8	6 13 7

Officers in the army and navy engaged in active service, or residing abroad, and persons afflicted with chronic disorders not attended with immediate danger, assured at the least possible addition to the ordinary rates, regulated in each case by the increased nature of the risk. Prospectuses, and every requisite information as to the mode of effecting assurances, may be obtained, either by letter or personal application, at the office of the company.

PETER MORRISON, Resident Director.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Statistical	St. Martin's place.	Monday	8 P.M.
Linnean	Booth-square	Tuesday	8 P.M.
Naturalists	21, Regent-street	Tuesday	3 P.M.
London Electrical	Adelaide-street	Tuesday	7 P.M.
Society of Arts	Adelphi	Wednesday	7 P.M.
Royal	Somerset House	Thursday	8 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	8 P.M.
Royal Institution	Albemarle-street	Friday	8 P.M.
Royal Asiatic	14, Grafton-street	Saturday	3 P.M.

Saturday, April 15th.—Chemistry, at half-past seven—on Mr. Marsh's test liquor for alkalies and Mr. Maithy's letter. After which, colonies and trade, on samples of silk from Assam.

Monday, 15th.—Correspondence and papers, at half-past seven—on the revision of the rules and orders—and other matters.

Wednesday, 17th.—Meeting of the society, at eight.

Thursday, 18th.—Mechanics, at half-past seven—on Mr. J. Gray's scarf-cutter—Mr. J. L. Penner's coupling apparatus—Mr. J. Lander's pipe for an anæmia syringe—Mr. G. Goodman's stomach pump—and Mr. C. Jones's umbrella.

A. ATKIN, Sec.

PUBLIC COMPANIES.

MEETINGS.

Van Diemen's Land Company	15, Old Broad-street	April 13	12
Agricultural and Commercial Bank of Ireland	63, Fleet-street, Dublin	14	11
Grand Surrey Canal	London Tavern	14	13
East Cornwall Mining Association	5, Austin-church	15	12
Independent Gas Light and Coke Co.	London Tavern	17	12
Equitable Gas-Light Company	21, John-street, Adelphi	18	1
Palladium Life Assurance	7, Waterloo-place	18	10
Southampton Dock	George and Vulture	18	12
Asylum Life Assurance	78, Cornhill	19	1
East West Strawberry Mining Co.	St. Mildred's-court	20	2
Commercial Gas-Light and Coke Co.	65, King William-street	20	1
Globe Insurance	Cornhill	20	12
Whale Harbours and Fishing Co.	12, Pancras-lane	20	12
Stanhope and Tyne Railway	New Broad-street	20	1
Cornwall Great United Mines	Freemasons's Tavern	20	2
Consolidated Copper Mines of Cuba	26, Austin-church	20	11
Trevelyan Mining Company	12, Pancras-lane	20	12
Haytor Granite Company	27, Rastebury	May	3
Thames Haven Dock and Railway	London Tavern	20	12
Gas Light and Coke Company	Crown and Anchor	20	12
West Midland Water-works	New road, St. Marylebone	20	12
Pulverton Mining Company	St. Mildred's-court	20	2
Kilworth Mining Company	London Tavern	19	1

CALLS.

Cambrian Iron and Spelter Co.	24, April 15	London Joint-Stock Bank	24
Commercial Railway	24	London & Westminster Bank	24
European Gas Company	24	Ladbroke and Co.	24
Bath Iron Navigation Company	24	Smith, Payne, and Co.	24
Chesham and Great Western	24	As former calls	24
Pulverton Mining Company	24	25, Lombard-street	24
East Cornwall Mining Association	24	Union Bank of Liverpool	24
Northern and Eastern Railway	24	Smith, Payne, and Smith	24
Reverendary Interest Society	24	24, Lombard-street	24
Birmingham & Gloucester Rwy	24	Glyn and Co.	24
Eastern Counties Railway	24	London & Westminster Bank	24
Master Union Mining Company	24	Provincial Bank of Ireland	24
Portsmouth Dock Company	24	Williams, Dawson, and Co.	24
Union Bank of Australia	24	Glyn and Co.	24
York and North Midland Railway	24	Williams, Dawson, and Co.	24
South Devon and Manchester Railway	24	As former calls	24
Van Diemen's Land Company	24	15, Old Broad-street	24

DIVIDENDS.

Tinocott Mining Company	25s. per share	Office	April 11
Amcotts and Acon Canal Navigation	27s. per sh.	62, Lombard-street	25
British Loans and Discount Society	10s.	1, Skinner-street	25
Great Western Gas-Light and Coke Co.	5 per cent.	26, Minning-lane	25

NOTICES TO CORRESPONDENTS.

Mr. Ralph's letter has been received, and we have perused the report which accompanied it, to the deductions of which we can only partially assent. We would inquire the probable thickness of the underlying red marl and red sandstone, and also of the upper unproductive part of the coal measures when they shall have been reached. Taking these circumstances into consideration, and all the changes of strata which may occur between the spot in question and the nearest coal measures, we consider the report as far too sanguine.

Mr. Williams is informed, that the *Mining Review* is published separately, in a wrapper, price sixpence, and may be had of any bookseller in town or country, but does not go postage free.

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, APRIL 13, 1839.

The "Manchester and Birmingham Extension Railway" has excited much discussion of late both in and out of Parliament, and we observe that, at a public meeting held in the former town, on Tuesday last, several strong resolutions were passed in favour of the line, and a petition resolved upon to the House of Commons, stating that, "in the opinion of this meeting, the intended railway is calculated to serve essentially the interests of this town and neighbourhood, as effecting the shortest and best communication to and from Manchester, and the manufacturing districts of Lancashire and the metropolis," and concluding by the prayer, that "leave may be given to bring in a Bill relating to the above railway, and that the same may be passed into a law during the present session."

Considerable opposition, as must be well known, has been offered to the progress of this undertaking; nor can this excite surprise, when its position with regard to the Grand Junction and London and Birmingham Railways is considered. It is not, however, our intention to discuss its merits, which can only be effectually done by a Parliamentary Committee; and of the patience and attention which are bestowed on such investigations, we have abundant proof in the proceedings of the committee in the late preliminary inquiry, to which no less than twenty-two days have been devoted. The object of our present remarks is entirely confined to a frivolous and vexatious species of opposition to which this undertaking, in common with many other railway projects, has been exposed, and which was particularly alluded to by Mr. TOOTAL, who was the principal speaker at the late Manchester meeting. Many of the landowners on the line are, it appears, favourable to the undertaking; nor should we presume to comment on the hostility of those who were not so, were that hostility carried on in a fair and becoming manner—a proceeding against which no party could have the smallest right to complain.

It was stated at the meeting that, in the case of one wealthy and powerful landowner on the line, he had addressed a printed circular to his tenants, denouncing the project, and calling upon them not to allow any parties to come upon his land for the purpose of making surveys, and to refuse all information in respect of the property—this same gentleman afterwards sitting at the committee table as one of the most influential opponents of the undertaking, and appearing there as a complaining party. This course of proceeding is certainly bad enough, but in order to make up the full measure of frivolous inconsistency, it is stated that the same individual now "claims protection, because his property has not been rightly described in the plan and section and in the books of reference; and, further, because he had not had due notice of the intention to carry the Extension Line through his property." No wonder, indeed, that day after day, and week after week, should be wasted in tedious and expensive investigations before Parliamentary Committees, when such absurd and inconsistent proceedings are tolerated.

We are fully aware that, at an earlier stage of railway undertakings, the silly and unbecoming opposition of not permitting surveys to be carried over property, and of refusing information with regard to it, was carried to a great extent, although, so far as our own experience goes, this was rather practiced by farmers and small landowners than by wealthy and influential individuals. We had hoped, however, that this species of petty warfare against the resistless progress of national improvement, had by this time been entirely discontinued, and that the beneficial effects of the formation of railways were now too well understood, even among the class of yeomen and small farmers, to allow of such ridiculous and unavailing hostility—great, therefore, is our surprise, to find it thus revived by a wealthy and powerful landholder, and a member of the Legislature. If the folly, the inconsistency, and, in the present case, the unfairness of such proceedings, are even now insufficient to prevent their being enacted, it is time that the press should interfere and make such a public exposure of their absurdity and inutility as may operate in checking them in future. With this view, therefore, we bring forward the subject on the present occasion.

It must not be supposed, that in making these remarks, we in the slightest degree question the right of the landowner to protect his property according to his own discretion, and to oppose, if he can successfully, the severance and inconvenience which may result from the construction of a railway crossing it. This right we admit to the fullest extent, but we contend that it should be exercised upon enlarged principles, and guided in its proceedings by moral fairness. A railway project may be good or it may be bad—it may be for the public advantage or it may not; but till all preliminary proceedings have been adopted, and the surveys, examinations, calculations, and estimates formed, no correct opinion can be formed of its merits; any attempt to decide upon them, first, is scarcely less absurd or unjust, than it would be to pronounce judgment upon the guilt or innocence of an accused party previous to trial. Common sense and common justice, too, demand, then, that no opposition should be offered by landowners to mere preliminary proceedings, or those surveys and inquiries which must precede the subscription of capital and application to Parliament. Did the matter rest entirely between the landowner and the railway proprietor—did the latter possess any arbitrary right to run his line where he pleased, or to make compensation for the land on what terms he pleased—was the survey, in fact, a final and not a mere preliminary proceeding, opposition and hostility in this stage of the business would be natural enough, nor could any com-

plaint be made of its justice—but we need not observe that such is the very reverse of the fact. The surveys in question are merely for the purpose of affording data to a tribunal whose awards are to be regulated by the public benefit, and to which alone appeal should be made by the parties whose interests are concerned. It is in this state of the proceeding, and in this only, that opposition can properly be offered, and so long as it is fairly conducted, there can be no right to complain.

Let us ask the question, however, whether in the case before us there has been even a show of justice or fairness observed? If a landowner choose to prevent the necessary examination of his property required for an intended railway—absurd and premature as such an act must be considered—there is still some show of reason in a man [doing what he will "with his own." But should this same individual happen to be in Parliament—should he there sit in committee as one of the judges upon his own cause—and more especially, should he bring forward against the promoters of the bill under consideration, that very defect in their application which he has himself occasioned—not casually, but wilfully and intentionally occasioned—what can be said of his conduct, but that it is absurd, inconsistent, and morally unfair, in fact, an abuse of the legislative privilege for the gratification of private interest.]

When railway projects are brought before Parliament, their examination ought to be, and, we believe, in most cases is, conducted with the sole reference to public advantage. It is by this test that their merits are tried, and by this that they must stand or fall, the Act is not granted that the shareholders may receive their dividends, or make a profit of the public, but that the public may benefit from the outlay of the shareholders money, whose only prospect of remuneration for their outlay consists in a judicious union of their own with the public interest. How far, then, it is reasonable or becoming to oppose undertakings resting upon these grounds in the factious manner that has been described we leave our readers to determine, and shall again advert to any such proceedings whenever they occur.

The intelligence received from Mexico by the *Racehorse*, at the beginning of the present week, of the raising of the blockade and the amicable adjustment of the differences pending between France and the Republic, through British mediation, must be highly satisfactory to such of our readers as are interested in the mines of that country, which have for some time past been seriously impeded in their operations in consequence of the unfortunate disputes in question. At the commencement of the blockade, and when the subject had yet attracted but little attention from the press, we were among the first to point out the injurious results which must follow to British interests, and the imperative necessity of prompt interference on the part of Government to protect them. Although tardy in its application, and, therefore, too late to avoid many consequences of an unpleasant nature, to which we need not here refer, this interposition has at length been given, and has, we may hope, been effectual in its results, as it may be presumed the Mexican Government will not refuse to ratify the terms of a treaty obtained by the interposition of the only friendly power whose assistance she could claim. The present affair will, indeed, be a lesson, and we hope a useful one to the Republic, since it must prove that she cannot with impunity violate the rights of the subjects of European powers, and it ought further to excite gratitude towards a country whose mediation has extricated her from a dilemma from which she had otherwise little chance of deliverance. Had the conduct of France not been so overbearing towards an unequal foe, and at the same time so needlessly injurious towards the interest of this country, we believe most persons acquainted with Mexico will agree, that she has given the Republic a salutary lesson as regards her treatment of foreigners, and not before such a course had been repeatedly called for by her oppressive acts towards them.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols closed at 92½ money, and 92½ for May account. Three-and-a-half per Cents 98½ money; and the New Three-and-a-half per Cents 100½. Premium upon Exchequer Bills 44 46. Bank Stock 196½ 197 money. India Stock 251 252.

Portuguese New Five per Cents 35½; Three per Cent. ditto 21½. Spanish Bonds, with May Coupons, 20. Brazilian 77. Colombian 29. Mexican Six per Cents 24½. Belgian 102. Danish 74. Dutch Two-and-a-half per Cents 55½; Old Fives 101½; and the New Loan 98½.

Great Western Railway Shares 4½ 5 pm. Brighton 8½ dis. Blackwall 1½ dis. Birmingham 65 67 pm.; and Quarter Shares 20 pm. Southampton 4½ 2s. 3d. pm. Croydon Trunk St. dis.—British North American Bank ½ dis. National Provincial Bank of England 1½ ½ pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Three per Cent. Red. Annuities, 91½; Three-and-a-half per Cent. Reduced, 98½; Long Annuities, 141½; Consols for Account, 92½; Exchequer Bills, 44 46 premium; East India Bonds, — premium; Dutch Five per Cents, 100½; Ditto Two-and-a-half per Cents, 55½; Portuguese Five per Cents 35½ 6; Ditto Three per Cents 21½ 2.

REBURY, APRIL 11.—Average standard, 109½ 19s. 6d.—Average produce, 8.—Average price, 67 1s. 6d.—Quantity of ore, 3520 tons.—Quantity of fine copper, 284 tons 5 cwt.—Amount of money, 21,578l. 18s. 6d.—Average standard of last sale, 114l. 4s.—Produce, 64.

LONDON, APRIL 12.—There is no alteration in metals this week, excepting English tin is 3s. per ton lower.

PRICES OF SHARES IN BIRMINGHAM.—Birmingham Banking Company, 24l.—London and Birmingham Railway, 153l.; ditto, quarter shares, 25l.; Great Western, 68l. 15s.; Birmingham and Derby, 46l.; Birmingham and Gloucester, 20l.; Midland Counties, 44l.; London and Southampton, 43l.; ditto, new shares, 38l.; London and Greenwich, 16l. 10s.; London and Brighton, 8l.—*Midland Counties Herald*.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending Saturday last, the 6th inst., was as follows:—Gold bars to Hamburg, 9450 oz.; Rotterdam, 6150 oz. Gold coin to Hamburg, 11,150 oz.; Rotterdam, 2500 oz.; Calcutta, 920 oz.; Boulogne, 500 oz. Silver coin to Calcutta, 450,000 oz.; Mogadore, 12,000 oz. Silver bars to Calcutta, 65,297 oz. By the above it will be seen that the exportation of gold and silver is still going on to a great extent; but it now appears to consist chiefly of silver, at least to France, which has hitherto been the chief drain.

MANUFACTURE.—The word "manufacture," in its etymological sense, means any system or objects of industry executed by the hand; but in the vernacular of language, it has now come to signify every extensive product of art which is made by machinery with little or no aid of the human hand; so that the most perfect manufacture is that which dispenses entirely with manual labour.—*Ure's Dictionary*.

Sandia Inzelt, with one hammamoon by day, and one barretore by day and night, has given sixteen corgas of ore, worth eight maras per month for silver, with a fair lay of gold. It will be remembered that some famous men have employed washing out ore of the old workings, with which the

labor communicated, some time. They have just finished, and men will be at work in the coming week to try the ore.

In San Simon, one herrero by day and night, and one barbero by day, have produced four cargas of ore, worth fifteen marcos per month for silver, with a fair ley of gold, about 200 grains. The cleaning out of the road to the pozos de Sangu de Cristo has been resumed, and some good ores are appearing where the work is now going on. A new work—the continuation of the main road to the north-west, from the termination of the canon of San Esteban, has been this week commenced, and five varas are cleaned out and timbered—this work, it is expected, will pass near the planes of Asuncion proper. It will be, when finished, an excellent thing for the mine, and may in its progress make some discoveries, as it must from necessity pass through some pieces of solid ground. Few ores of buscones have been parted this week, as they made no sale.

Hirca.—The memoria for the week was \$364 4 3, and the buscones sale for their one-half of ore produced, was \$336. The campos one-half of ore is estimated at fifty cargas, worth fourteen or fifteen marcos per month for silver, with a fair ley of gold. The cross-cut of San Juan has been driven one and a quarter varas, and \$50 the vara; this work has been on the hands of the company much longer than was anticipated at the time of commencing it; wishing some sure ground for calculating the probable duration of the work, a second measurement has just been made, but time is not sufficient for giving the result in this report. The campos on the campo proposed to be cut, and nearest to the point of intersection, are in very good ore.

S. B. PARKMAN.

BRAZILIAN COMPANY.

Cata Branca, Jan. 13.—I last wrote you under date the 10th inst. (not received), since when nothing new has occurred. I hope this week one side of the new stamping engine will be completed.

Jan. 19.—A few trifling jobs only remain to complete one side of the new engine, when it will commence work upon the stones from the deep adit, commencing at No. 8 sink, and stopping westward. The gold report will answer for itself; it is a most satisfactory document, and clearly proves the ground between Jacara and Ocho Minor (from whence alone the stamps have been supplied for the last fortnight) not to have been overvalued—of course a continuance of such high produce is not to be looked for—I conceive we are mainly indebted for it to the ground between the two cross-courses forming the Ocho Mayor and Minor, and which, as I led you to expect, proves rich. In the shaft we are down another six feet, and appearances are good.

Jan. 29.—The late gold reports would prove my calculations to have been under the mark, respecting the ground between Jacara and Ocho Minor, but we know that our lode throughout does vary at different horizons—however, this is the first time that that part has been stamped separately, in fact, the first fair trial of it, and its turning out as it has done, and is doing, is highly satisfactory; up to now ten to eleven tons have given a pound of gold. The lode from grass to our present sump has gradually increased in size and value, and in both respects is at this moment, in my opinion, quite ample. I do not send a tracing of the work done lately, intending to forward a correct one when the deep adit is holed, which I hope will be the case in a fortnight or three weeks.

I did calculate on both sides of the new engine commencing work in March, but I regret to say, that I do not feel satisfied as to this, in consequence of the wretched iron-work sent us from Cornwall; on the completion last week of one side, on merely turning the wheel by hand, after the lifters were in, the spur-wheel literally fell into some twenty pieces; our smiths are now endeavoring to strengthen the spare ones, but whether they will be able to do so sufficiently remains to be seen—I fear it; if not, we must try what we can do with some of the best wood of the country, and which, if we succeed, will take us at the least three weeks; by the next post I will send the necessary drawings to have other spur-gear forwarded—it is sadly provoking; however I endeavor to reconcile myself with the assurance, that when it does begin, it will soon make up for lost time. It is a magnificent engine.

Feb. 2.—In the mine all goes steadily forward, and looks well. The one side of the new engine will commence on Thursday, the 6th inst, and I only hope the spare wheel may prove strong enough.

W. COTTEWORTH.

Gold return for five weeks to 1st February	lbs.	oz.	dwt.	grs.
Do. for the month of December, 1838	72	7	7	21
Do. for the month of January, 1839	61	5	9	1
Do. for the month of February, 1839	62	8	14	0
Do. total for the year 1838	514	2	0	6

UNITED MEXICAN MINING ASSOCIATION.

Report on the State of the Workings of the Mine of Rayas.

Feb. 21.—**La Purissima.**—**Santa Victoria.**—In the fronts of Concordia and Santa Margarita a few works are employed—both points continue very poor. The pit of Remedios contains a fair quantity of common ore, the appearances being best on the south-east side of the working. In the pit of Pilar a few threads of rich ore are found amongst the common classes. The produce of the pit of Capitulo Santo is now rather ordinary.

San Hermion.—The pit is suspended for the present. The working of Varones produces a small quantity of common ores. The noria that was in the original pit of San Hermion, and which was one of the two employed for conveying the water of Mellado to the great shaft of Rayas, has now become unnecessary, as the lower noria throws the water direct to the shaft, by the despacho of Guadalupe, after passing through the workings of San Hermion and Santa Victoria.

Twenty-four pair of barmen are employed in La Purissima by day, and twenty by night. The weekly produce of ore in the rough state has averaged 1077 cargas, which, when picked, have yielded 107 cargas anegras, of about ten marcos per month in the patio, and two marcos plata de ley in the armatres. Forty-six cargas tierras de mortero, and 167 cargas tierras de labor, together of about four marcos per month in the patio, and one marc plata de ley in the armatres.

San Cayetano.—The fourth pit of Jesus contains a small quantity of ordinary ore. In the pit of San Feliciano some bunches of good ore are found amongst the common classes. A front to the south-east was opened on promising ground, but the appearances are not so favourable in the more advanced point. The pit in the upper front contains a fair proportion of good ores, which are still being followed up in a southerly direction. All the ore that could be thrown down with any safety in San Francisco has been extracted. The pit of San Felix produces a small quantity of common ore, with occasionally some few branches of better classes. A pit has been just opened in the old front of Nuestra Señora de Guadalupe, the extraction from which is rather important. Little work is done in the contratiello of Santa Cecilia. Twenty-nine pair of barmen are now employed in San Cayetano by day, and twenty by night.

San Pio and Los Reyes.—The contratiello of San Pio is advancing in the pillar between this working and Los Reyes, very little variation is observed in its produce, the band of rich ore continuing in the upper part of the working, and the more ordinary classes in the lower part. The threads of good ore, together with some few bunches, are being extracted from the contratiello of Los Reyes. Six pair of barmen are employed in these two points by day, and as many by night. The weekly produce of ore in the rough state from San Cayetano, San Pio, and Los Reyes, has averaged 1426 cargas, which, when picked, have yielded 161 cargas anegras, of ten marcos per month in the patio, and two marcos plata de ley in the armatres. Thirty-five cargas tierras de mortero, and fifteen cargas tierras de labor, together of about nine marcos per month in the patio, and one marc plata de ley in the armatres.

San Juan Bautista.—A cross-cut to the upper part of the lode has been opened in the advanced part of this front. The formation of the lode has very favourable appearances, but no ore is met with.

San Miguel.—The produce of the ores from San Francisco does not increase, but a slight shade of improvement is observed in the quality of those lately extracted. In the other points on this side of the mine nothing worthy of particular notice has occurred. Sixty-two cargas of ore have been picked. In five sales the buscones have sold their share of ore for \$20,381 9, and over to the amount of \$185 have been sold on account of the mine. These ores are really the refuse of the buscones' share, and being very poor and dirty are sold when a purchaser offers.

Ores sent to the haciendas.

Dolores	Cargas	1324
Barrota	"	2625—2640
Ores on hand of the Mine.		
Picked	Cargas	598
Unpicked	"	1390—2368

In an old working of La Purissima, called Santa Tomas, a wall was built in the year 1825 to mark the divisional line between Rayas and Mellado; a communication was lately made by the latter mine, with a working on the Mellado side of this wall. The owners of Mellado conceive that the communication has been made subsequent to the making of the divisional line, and the matter is now being investigated by parties named by each mine.

G. R. GLENVILLE.

Guamacho, Feb. 22.—**Mine of Rayas.**—The gradual improvement in the produce of the several workings of Purissima, San Cayetano, and San Miguel, noticed in my recent dispatches to the court, has, I am happy to add, continued without any material interruption, but the future extraction from San Cayetano, is now apprehended with half of its quality, the pillar and other support points being somewhat exhausted. To the accompanying general report on the mine, by Mr. G. R. Glenville, brought down to yesterday's date, I have but little to add, except that the average produce of picked ore, since my last communication to the court, that is, from the 15th ult. to the 15th inst., being a period of five weeks, has proved to be 244 cargas weekly, which, together with the value of the mine's share of the ore, extracted on joint account with buscones, and received in kind, is calculated to have left a clear

surplus of about \$2000, over and above the amount of the mine's memoria, and reduction expenses at the haciendas, in each week of the said period. The general appearance of the workings indicates a diminution of produce from the present time, but I do not apprehend it will be of much consequence. The ore reduced, instead of being sold at the mine, in company with the buscones, have thus far given a very good result, and show the expediency of continuing the present system, and I believe the owners of Rayas are as convinced of the fact, as the association, still, they are desirous that the trial shall be extended to all such ores received, until the end of the last year, instead of limiting it, as originally arranged with them, to about 2000 cargas of ore. The amount sold by buscones, during the above-mentioned period, from the 12th ult. to the 16th inst., is \$20,281 2, and it is fully expected the mine's share of the ore will fully realise quite as much, if not more, though the prices paid by the rescatadores continue unusually high. The enclosed statement of outlay, receipts, and estimated value of produce on hand, shows a surplus of \$78,762, over and above all expenses, in respect of the mine contract recently entered into with the owners, and bearing date the 1st of June last. The quantity of gold, in a concentrated form, in the Rayas ores, has again fallen off, a parcel of 912 marcos of silver, with ley of gold, just received from Barrera, having given only 310 grales to the marc, but the increased quantity of the precious metal over a more extended surface, makes up the difference between the original estimate and the actual result, that is, instead of receiving an expected produce of 636 marcos, valued at \$234 per marc, we have got 912 marcos of about \$18 each. The quantity of picked ore on hand, as well as the expectation that the actual weekly produce of the mine will, more or less be kept up, it is my intention to appropriate another ten armatres in Barrera to the Rayas ores, which will thereby relieve us of half the number of armatres worked by boughtages, for some time past, for the sole purpose of employing them.

Remittances.—An opportunity being afforded me to make a remittance to the court by a conducta which was dispatched from hence on the 19th inst. direct to Mexico, and being considered eligible, and comparatively secure, by the circumstance of the British Government having a large amount in it, I have consequently forwarded by it the sum of \$35,000 to Messrs. Manning and Marshall, with instructions to invest the same in good bills on London, if obtainable at a favourable exchange, and to remit the first of exchange to the chairman of the court by the first succeeding packet, which, I have reason to believe, will be accomplished; if disappointed, however, in this respect, I shall direct the said funds being forwarded to the coast for shipment, first ascertaining the fact that the packet will be permitted to deviate from its established route, should the deviation be considered necessary—which in my opinion is very doubtful, and the existence of this doubt has induced me to give, in the last instance, the preference to the purchase of bills with our funds, rather than incur the possible risk of having the specie lying on the coast, in the absence of a ready conveyance to England. The court will, however, rest assured, that the best arrangement shall be made to secure the transmission of this amount, either in bills or specie, without any loss of time, and with the least risk possible.

Statement showing the outlay and returns in respect of the mine of Rayas, from the 26th of April, 1838, to the week ending the 16th of February, 1839, and the value of ores on hand:

Excess of returns	\$ 3,921	0	2
Value of Ores at Haciendas belonging to the Mine.			
Hacienda of Dolores	\$ 25,834	0	0
Hacienda of Barrera	36,948	0	0
At the mine of Rayas	11,969	0	0—74,751
Total surplus	\$ 75,673	0	2
	J. N. SHOOLBRED.		

CANDONGA MINING COMPANY.

Jan. 12.—**Mina Mestre Shaft.**—In driving the level from the shaft the ground continues hard, but the lode is not so promising.

Footway Winze.—A free passage has been made with the rise. We commenced to drive a small level on the soft part of the cross-course, towards the bottoms, which were then full of water. Last Thursday night we cut the water, which came on us so rapidly as to carry away some timber, and almost to fill the level with mud; since this we have been employed in clearing it and in securing the sets which have been injured.

Dr. Shaft.—The driving of the twenty-seventh fathom level continues the same as last reported. Deep night no alteration.

Jan. 13.—The lode is not looking so promising, to which I cannot say either *pro* or *contra*—perseverance alone can lead us to a competent knowledge of the actual state of your mine.

Footway Winze.—Here something of consequence has occurred. On Thursday night I was called up to receive the welcome tidings that they had holed. I had been for some time soggy regarding this point, being under apprehension of accident from the sudden irruption of the water. The men had been instructed to keep a borer before them, as a pilot, seven and a half feet long. The afternoon crossman was putting in a set, and finding the ground free in the back of the level, sent away his blanks. He had just time to escape ere a tremendous gush of water swept every thing before it: it was so great that the opening between the rise and the winze would not take it, consequently, the passage resembled an overcharged funnel; having no outlet, it rose in the winze to a considerable height below where an Englishman and three blacks were stationed driving on the lode: coming in such a body, it could not immediately find competent egress, consequently, instead of delivering itself through Moore's level, it probed back on the men in the end. The suddenness of this affair cannot be ascribed to the negligence of any one. The borer had always been kept a-head, but it proved of little use as a probe, the water came away from succanny stuff in the back, whence it was never expected. Our present occupation is, therefore, one of clearing and securing, which will take a week to settle matters to rights. I am glad to have had this work accomplished without accident, and see that we shall have a fair field for operations, and enabling us to give you more positive information as to the state of the bottoms and the shoot of ore.

Jan. 19.—**Mina Mestre Shaft.**—Done little besides clearing and securing the level.

Footway Winze.—The little level from this place towards the bottoms not yet completed, but will, probably, in another week.

Dr. Shaft.—Level going on steadily.

Deep adit.—Little done except clearing the mud brought from Moore's level by the force of the water in its progress from the bottoms.

Total up to December the 31st.....		lbs.	40	8	0	1	
To January the 31, 1839.....			0	7	7	8	—lbs. 41 3 7 8
A. F. GOODRIDGE, M.D.		E. W. J. LOTT.	F. W. HAGAN.				

INTERESTING GEOLOGICAL DISCOVERY.—On the 8th ult., Mr. F. P. Marat (son of Mr. Marat, lecturer on geology, from Liverpool) discovered in a stone quarry at Strensham, about seven miles from Tewkesbury, great part of the skeleton of an ichthyosaurus. He had been out several times in the neighbourhood in search of fossils, when, in one of these excursions, a man at work in a pit showed him a single vertebra, which he had picked up as a curiosity. After a minute search in the walls of the pit, Mr. M. had the good fortune, to discover another bone protruding from a bed of clay shale, and a few more vertebrae were obtained that evening. The next morning he again repaired to the spot, and directed the workmen to excavate a large opening, when the paddles and a number more of the vertebrae, with the arms (the humerus, radius, &c., attached to the paddles), were found in good preservation. The ribs are much broken, as the skeleton was lying on one of its sides. More than fifty of the vertebrae have been found, measuring five feet and a half in length, but the whole of the head is wanting. The entire length of the animal must have been upwards of ten feet. Thus has another of these precious reliques, the very ancient inhabitants of our earth, been brought to light by a young man not nineteen years of age. Three teeth and part of a paddle of another ichthyosaurus have since been found by Mr. M. in a different pit, about 300 yards from the former, which certainly gave indications of a head having been deposited somewhere in the vicinity, but after a patient search for three days no head could be found.—*Liverpool Mercury.*

Iron.—Every person knows the manifold uses of this truly precious metal; it is capable of being cast in moulds of any form; of being drawn out into wires of any desired strength or fineness; of being extended into plates or sheets; of being bent in every direction; of being sharpened, hardened, and softened at pleasure. Iron accommodates itself to all our wants, our desires, and even our caprices; it is equally servicable to the arts, the sciences, to agriculture, and war; the same ore furnishes the sword, the ploughshare, the scythe, the pruning-hook, the needle, the graver, the spring of a watch or of a carriage, the chisel, the chain, the anchor, the compass, the cannon, and the bomb. It is a medicine of such virtue, and the only metal friendly to the human frame. The ores of iron are scattered over the crust of the globe with a beneficent profusion, proportioned to the utility of the metal; they are found under every latitude, and every zone; in every mineral formation, and are disseminated in every soil.—*Dr. Che's Dictionary of Manufactures.*

ORIGINAL CORRESPONDENCE.

CONSTRUCTION OF IRON FURNACES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I have to apologise for having so uselessly occupied any portion of your very valuable Journal, as appears from the letter of your correspondent, Mr. Wood; it seems, however, that "A. B." has fallen into the same mistake with myself; but I should not, on that account, have again intruded my observations, had I not been deeply impressed with the importance of the subject, which you so truly express when you say—"A new form of furnace involves great expense, and requires a long trial, upon an extensive scale, in order to prove its merits."

A new form of furnace is, probably, not so important as any considerable increase of size, and it was, on that account, I divided its consideration, in my last letter to you, when I stated that the size had been reduced, after so long and fair a trial, but that the form was yet persevered in. Mr. Wood observes, "It was strange I should continue to work this altered furnace for so long a time," but a little cool reflection will show that gentleman that there is a considerable difference between such alteration being so decided an improvement, as to justify its occupying a place in your Journal and the attention of the public, and just so much worse than the old size, as to require a long time to justify its condemnation; it should also be known, that a good fire-brick lining cannot be put into a furnace here for less than 270*l.*, and I had not the use of a joint-stock purse.

I hope my respect for that trade I have been brought up in, will at all times induce me (notwithstanding the risk I may run of being held up to occasional ridicule) to step forward when I see a probability of its being encroached upon by any attempt to introduce, as an improvement, any thing that has previously had a long and fair trial, and found to be in the least degree worse than the usual practice, for I hold it much better that individuals should be disappointed, rather than the public be misled in a matter where long and expensive trials only can bring out true results.

I am, Sir, yours, very respectfully,

Hoyland Hall, near Barnsley, April 6.

H. HARTOP.

EAST CORNWALL MINING ASSOCIATION.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In perusing the Journal of Saturday last, I perceive, under the head of Law Intelligence, a report of the trial at the late Devon assizes, "The Queen v. Lewis and others," in which report there is this important error—the mine in dispute, and taken from Mr. Lewis, the manager of the East Cornwall Mining Association, is the *Beacon*, and not the *Bryn-Tyre*, to which it is contiguous. I will take the opportunity likewise of stating, that although no witnesses were called for the defendants, they were prepared with a vast number, of unimpeachable character; it was not necessary to call one, as the prosecutor signally failed in making out his case, and the prompt verdict of acquittal by a most intelligent and special jury strongly marked their opinion of the prosecution.

I am, Sir, yours, &c.,

London, April 12.

B. SAMUEL, Secretary.

BAHIA STEAM NAVIGATION COMPANY.

We make the following extract relating to the affairs of this company from the President's speech at the opening of the Provincial Legislative Assembly of Bahia, the 2d of February, 1839; previous to which time the four steam-vessels had safely arrived, and were in active operation, to the great satisfaction and convenience of the inhabitants of that province:—

"This is the first time that I am seated among you in order to give you information on the state of affairs of this province, at present confided to my care. Daily appreciating, as I do, the political advantage of finding you again united in the present legislative session, and in the exercise of a prerogative which offers the greatest protection of the rights of this rich and extensive portion of the empire, I now congratulate myself for the occasion I have of indicating to you some measures of the greatest interest to a population deserving, by so many titles, the paternal solicitude and interest of the depositaries of that power, to which belongs the noble duty of improving its social position. I begin by announcing to you, that this province enjoys now complete peace throughout its territory, and that it has done so during the entire space of time, subsequent to your former session, without even one of those acts of private vengeance having been committed, which generally follow in the rear of internal commotions put down by open warfare. Thanks to the good sense of the inhabitants of Bahia, who have so generally and permanently given their co-operation towards the consolidation of good order, that they appear to oppose an invincible barrier to the spirit of sedition and anarchy, which they look upon with horror and execration. The social machine is again restored to its normal and healthy movement, and commerce and agriculture, which the revolution had considerably thrown back, continue regularly progressive, and will now be considerably assisted by the introduction of steam navigation—that power which, since the introduction of the press and of the compass, has achieved the greatest victories the world has witnessed.

"It is in virtue of the law, No. 22, by which this privilege was granted to John James Sturz, that this enterprise is now executed by four steamers, which have arrived here during the time of prerogative, granted by you last year, and under the terms of contract, which have been presented to you, and from which you will have perceived that the government, by stipulating for the gratuitous transport of persons and objects belonging to public service, has economized an expense formerly incurred in this way, and that thus an additional security is given to public order, through the facility and promptitude with which assistance can be transmitted to any point where, by mischance, disturbance may have taken place."

IRONMASTERS' QUARTERLY MEETINGS.—The Ironmasters' Quarterly Meetings are taking place this week. At Wolverhampton, yesterday, it was finally agreed that no further alteration in prices should take place, either in the Staffordshire or Shropshire districts. Although it had, we know, been contemplated by some of the principal merchants and dealers that the state of the Money Market, and the aspect of Foreign Exchanges, might affect the demand, yet we find that the amount of orders on the Ironmasters books for iron required for actual consumption, must prevent any slackness or downward movement in the price of this article for many months to come. The railroads in formation take off the great bulk of iron manufactured, both from Staffordshire and South Wales; and we learn that there are now engineers in this country contracting with various parties for railway bars, engines, &c., for new roads in Germany, Italy, and other places. Upon the whole, we think, the iron trade must long continue in its present healthy state. The quarterly meeting in Birmingham takes place this day.—*Birmingham Advertiser* of Thursday.

SUBMARINE EXPLOSIONS.—We have been favoured with the following particulars of some experiments on firing gunpowder under water by the voltaic battery, tried on Saturday last at Chatham:—1. A rough fir vessel, five feet long, three and a half feet wide, and two and a half feet deep, was previously sunk opposite the Gun-wharf, to represent the wreck of a ship, having a ring and lines attached to it, which are supposed to be placed by a diver after the vessel has been sunk. 2. A charge of forty lb. of powder was let down from a hoist and hoisted into close contact with the supposed wreck, by means of the lines and ring above mentioned. The coil containing the conducting wires, one-fifth of an inch in diameter, by which this charge was fired, was veered out to its whole length of 500 feet, from the same boat. 3. On the signal being given from the boat by a bugle to denote that all was ready, the signal to fire was made, also by the bugle. The explosion succeeded admirably. A column of water was thrown up by it, and the fragments of the vessel came up to the surface. 4. Three charges, each of five lb. of powder, were sunk at the distance of about thirty or forty feet from each other, opposite to the Gun-wharf, having a pair of conducting wires 150 feet long, attached to each. The ends of these wires were soldered together by three, and brought to the two poles of the voltaic battery, which had previously been removed from the boat after the first operation, and placed on the wharf, by which the charges were fired simultaneously, after two bugle sounds as before. Two of the three charges were exploded simultaneously, and the third was prevented from doing so by a fracture in one of the conducting wires. The battery used was of Professor Daniell's improved construction. The wires in the last experiment were common copper bell-wires, about a sixteenth of an inch in diameter, which were only used from not having any more of the former description. The experiments succeeded perfectly, and to the great delight of thousands of spectators. As we stated in our last, they were preparatory to blowing to pieces the wreck of the *Royal George*, which sunk at Spithead, in 1782, and which has a number of very valuable brass guns, of large calibre, on board of her, all of which will be recovered after the demolition of the wreck.—*Manchester Journal.*

PRICES OF MATERIALS IN CORNWALL

22--BIRTH 15 5--DEATH 16 10--MARRIAGE 17 15--

PRICES OF SHARES.

JOINT STOCK BANKS

No. of Shares	NAME OF COMPANY.	Amount of Shares.	Amount paid up.	Price.	Dividend per share.	Days since issued.
25,000	Agrie. & Com. of Ire.	25	10	—	—	—
5,000	Australasia	40	48	65	8	Jan.
1,500	Bank of Scotland ..	20	10	204	—	—
100,000	Birmingham Bank ..	30	25	25	10	Sept.
500,000	British Linen Co.	100	100	—	—	—
20,000	British North Amer.	5	25	25	19	—
100,000	Commercial	5	5	5	7	—
20,000	Colonial	100	25	30	—	—
5,000	Devon and Cornwall	100	25	45	8	—
3,000	Equitable Loan Co.	—	9	10	—	—
10,000	Foreign Banking Co.	—	3	9	—	—
2,000,000	Glasgow Union	50	80	65	—	—
10,000	Glasgowshire	50	10	25	10	Feb.
5,000	Hampshire	20	25	—	10	Aug.
10,000	Hibernian	100	25	21	4	—
3,000	Devon & Cor. B. Co.	20	20	36	—	—
30,000	London & Westmins.	100	30	324	5	Mar.
5,000	Lancaster	100	20	—	10	Aug.
25,000	Liverpool	100	124	232	6	July
60,000	London Joint Stock Co.	50	10	134	5	June
50,000	Manch. & Liver. Dis.	100	15	164	74	Mar.
20,000	Manchester	100	25	27	74	Oct.

20,000	North & South Wales	10	10	100	6	—
5,000,000	National Scotland	10	10	12	—	—

20,000	Nat. Bank of Ireland	56	17	17	8	—
10,000	Nat. Provincial Bank	100	35	37	8	Jan.
80,000	Nor. & Cent. Bk. of Eng.	10	19	8	8	Dec.
10,000	North Wilts.	25	5	9	7	—
20,000	Prov. Bk. of Ireland	100	23	45	8	July
4,000	Ditto New	10	10	16	8	—
2,000,000	Royal of Scotland	100	—	—	—	—
7,000	South African	—	—	5	—	—
20,000	S. of Ireland, Cork	25	8	8	—	—

20,000	W. of Eng. & S. W. Dis	20	124	124	5	July
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GAS LIGHT AND COKE COMPANIES			
10,000 Alliance.....	10	0	Sept.
2,500 Bath.....	20	16	19
600 Bradford.....	25	25	10
5,000 British.....	49	16	21
5,000 Do. Provincial.....	20	19	24
928 Birmingham.....	50	50	83
2,500 Birm. & Staffordshire.....	50	50	72
4,500 Brentford.....	50	50	50
2,450 Eridon.....	20	20	26
1,500 Brighton.....	20	20	24
750 Do. New.....	20	18	0
2,471 Brighton, General.....	20	20	104
363 Carlisle.....	25	—	—
4,000 Continental Consolidat.....	75	62	102
240 Canterbury.....	50	50	50
700 Chelmsford.....	50	50	42
800 Cheltenham.....	50	50	75
1,000 City of London.....	100	100	100
1,000 Do. New.....	100	60	114
800 Coventry.....	25	25	25
200 Derby.....	50	50	—
180 Dover.....	50	50	—
600 Dudley.....	20	20	184
4,500 Edinburgh Coal Gas & Edinburgh and Allos.....	25	25	—
240 Exeter.....	—	14	—
4,000 Equitable.....	50	50	24
4,000 European.....	20	13	—
0,500 Glasgow.....	25	—	—

0,000 Imperial.....	50	50	50	5	—
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1,000	Do. Bonds.	100	100	4	—
1,200	Lawich.	—	10	—	—
800	Isle of Thanet.	25	20	8	Aug.
2,350	Independent.	30	30	48	Oct.
340	Leicester.	50	50	—	—
760	Leith Coal Gas.	20	20	—	—
500	Liverpool.	242½	242½	72	—
—	Do. N. Gas and Coke	100	100	57	—
—	Do. New Do.)	—	60	—	—
200	Maldenstone.	40	40	100	10 Feb.
600	Phoenix.	40	39	28	June
379	Portsea.	—	53	—	—
340	Popular.	20	20	—	—

Watelliff	100	80	0.4	4	8
Hochdale		14			

600	South Metropolitan	40	19	18	30	Aug.
600	Sheffield	..	16	..	..	—
600	Shrewsbury	..	10	..	..	—
128	Swansea	40	50	..	..	—
200	United General	50	46	37	6	Jan.
240	Warwick	50	60	60	5	Jan.
400	Walsfield	31	23	22	14	Jan.
750	Warrington	20	20	24	1	Oct.
600	Westminster Chartered	50	60	64	8	Dec.
600	Ditto New	50	10	104	12	Dec.

ing	50	50	..
outh.....			

DOCKS.						
1,065 Commercial	100	100	63½	3	July	
East and West India Stock	100	100	115	..	Jan.	
1,008 East Country	100	100	94	..	—	
1,516½ London. Sh Ditto Bonds .....	..	..	67½	2½	Dec.	
2,209 Ditto Bonds .....	..	..	100	4	—	
1,634 Ditto Note	147	147	80	21½	Dec.	
576 Folkestone Harbour Ditto Bonds .....	..	..	113	5	Nov.	
8,000 Ditto Bonds .....	..	..	..	5	—	
1,000 Grand Collier Docks	50	1	14	..	—	

U. S. Bonds	100	100	111	3	50
U. S. Bonds	101	4	00

2,000	Do. Bonds for 10 years	..	..	101	4	Oct.
2,000	Deftford Pier	20	5	11	..	..
	Southampton	50	5	21	..	..
BRIDGES.						
2000	Hammersmith	50	50	21	1s	Jan
201	Southwark w. new sub.	634	634	2	..	..
100	Do. New of 74 per cent.	50	50	1	1s	Dec.
40	Vauxhall	208	74	234	17s	Dec.
100	Waterloo	100	100	14	..	..
100	Do. old Annuities of 5l.	90	90	244	18s	Feb.
100	Do. new do. of 74.	40	40	21	16s	Feb.
100	Ditto Bonds	..	..	120	5	Feb.
WATER WORKS.						
0	Birmingham	25	25	20	9s	..
1	Colchester	100	100	100
5	East London	100	100	179	6	Jan.
0	Glasgow	50	50

Edinburgh Joint Stock	25	75
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East	100	100	45	7	Jan.
Liverpool Bldg	220	220	528	10	Jan.
95 New River Lond. Bridge
Water Annuities .....	...	...	62	24	Oct.
Manchester & Bedford ..	100	10	44	13	Mar.
Portsmouth	50	50	...	...	...
Portsmouth & Faringham ..	50	50	21	1	...
Ramsgate	10	9	10	...	...
Stamhall, late St. Lond. ..	100	100	101	41	Oct.
West Middlesex	653	653	103	41	Dec.
York Building Co. L. F. ..	100	100	58	17 1/2	Oct.

33 Archw. and Kent Th.	50	50	...	1	6 7
36 Barking	100	100	224	14	6 7
38 Commercial	100	100	75	...	6 7
39 St. East India Dock Br. ..	100	100	8	3	6 7
42 Great Dorset St. ....	...	...	70	...	6 7
46 Highgate Archway .....	...	200 8	2	...	...
47 New North Rd. Stock ..	100	100	...	...	...

Admiral's Gal. of Science ..	50	...	...	...	...
London, w. Browne Tick ..	75	75	19
London University	100	100	10
Russell	25	25	6
King's College	100	100	28

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10,000 Alliance	10	5	—
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500 Bath	20	16	13	Sept.
600 Bradford	25	25	19	"
800 British	49	18	214	11 Nov.
900 Bristol & Exeter	20	19	240	11 Nov.
926 Birmingham	50	50	30	24 July.
2,400 Birm. & Staffordshire.	50	50	724	4 Sept.
600 Brentford	50	50	30	4 April
4,250 Bristol	20	20	36	2 Feb.
1,500 Brighton	20	20	11	24 "
750 Do. New	20	18	9	25 "
2,471 Brighton, General	20	20	104	43 Nov.
100 Carlisle	25	624	108	5 "
4,000 Continental Com. & Int. M.	50	50	55	6 Jan.
240 Canterbury	50	50	42	4 Oct.
700 Chelmsford	50	50	75	8 Dec.
800 Cheltenham	50	50	75	8 Dec.
1,000 City of London	100	100	136	10 Sept.
1,000 New	100	100	114	6 Dec.
800 Coventry	25	25	25	"
200 Derby	50	50	50	"
180 Dover	50	50	50	"
600 Dudley	20	20	184	6 "
4,500 Edinburgh Coal Gas	25	25	"	"
Edinburgh and Alloa	"	14	"	"
240 Exeter	50	50	"	"
400 Exeter & Taunton	50	50	248	43 April.
8,000 European	20	13	"	"
4,450 Glasgow	25	"	"	"
0,000 Greenwich Railw. Gas	"	1	"	"
0,000 Imperial	50	50	504	5 "
200 Do. Bonds	100	100	"	4 "
1,200 Ipswich	"	10	"	"
200 Isle of Thanes	25	20	20	6 Oct.
2,350 Independent	30	50	45	6 Aug.
240 Leicester	50	50	"	"
760 Leith Coal Gas.	20	20	"	"
400 Liverpool	242	242	572	2 "
Do. N. Gas and Coke	100	100	97	"
Do. (New Do.)	"	60	"	"
200 Maidstone	50	50	100	10 Feb.
9,000 Falmouth	50	50	28	3 June
579 Portsea	50	50	"	"
304 Poplar	50	50	"	"
1,000 Ratcliff	100	80	604	4 Sept.
450 Rochdale	"	18	"	"
0,000 South Metropolitan	20	19	18	23 Aug.
600 Sheffield	"	164	"	"
4,000 Shrewsbury	"	10	"	"
120 Swansea	40	50	"	"
200 United General	50	46	37	5 Jan.
240 Warwick	50	50	50	5 Jan.
400 Wakefield	25	25	224	11 Jan.
720 Warrington	20	20	24	1 Oct.
000 Western & Water Chartered	50	10	184	3 Dec.
000 Yarmouth	20	10	124	2 Dec.
200 Worthing	50	50	"	5 Aug.
800 Plymouth	"	"	"	"

DOCKS

10,105 Commercial	100	100	654	3	July
East and West India Stock	100	100	115	..	Jan.
1,038 East Country	100	100	94	..	..
8,819 5s 16 London. Shk Ditto Bonds	100	100	67	23	Dec.
2,230 Bristol	147	147	80	4	Dec.
2,324 Ditto Nono	100	100	115	5	Nov.
570 Folkestone Harbour Ditto Bonds	50	50	..	3	..
100 Grand Collier Docks Ditto Bonds	50	100	111	3	Jan.
52,732 St. Katharine. Stock Ditto Bonds .....	..	..	107	44	Oct.
8,000 Do. Bonds for 10 years Beyford Pier	20	3	11	..	..
2,500 Southampton	50	5	21	..	..

BRIDGE

100	Hammer-Smith.....	50	50	21	1s	Jan
181	Southwark w. new sub.	63½	63½	2	..	..
00	Do. New of 7½ per cent.	50	50	14	18	Dec.
148	Vauxhall.....	70½	70½	25½	17s	Dec.
00	Waterloo.....	100	100	8	..	..
00	Do. old Annuities of 4½	60	60	24½	18s 8	Feb.
00	Do. new do. of 7½ ..	40	40	21	16s 4	Feb.
00	Ditto Bonds			12s 6	8	Feb.

WATER WORKS

9 Birmingham	35	25	20	94	—
Colchester	100	100	—	—	—
East London	100	100	173	6	Jan.
Glasgow	50	50	—	—	—
Grand Junction	454	454	69	24	Jan.
Manchester Joint Stock	25	25	45	—	—
Leam	100	100	45	2	Jan.
Liverpool Docks	220	220	55	10	Jan.
New River Lond. Bridge	—	—	—	—	—
Water Annuities	—	—	82	24	Oct.
Manchester & Balford	100	30	554	11	Mar.
Portsea Island	30	30	—	—	—
Portsmouth & Farnington	30	30	21	1	—
Ramsdale	10	10	10	—	—
South-Eastern Lond.	100	100	10	44	Oct.
West Middlesex	624	624	105	44	Dec.
York Building Co. L. F.	100	100	30	174	Oct.

ROADS.

83	Archw. and Kent Tr.	50	50	1	1	7
84	Barking	100	100	124	14	7
85	Commercial	100	100	75	8	7
86	Bo. East India Dock Br.	100	100	2	3	7
87	Great Dover Str.	70	70	16	1	7
88	Highgate Archway	200	200	3	—	—
89	New North Rd. Str.	100	100	—	—	—

RARY INSTITUTIONS.

Admission Grad. of Science	20	..	-	-	---
London, w. Bronze Tick	75	79	19	-	---
London University	100	100	15	---	---
Russell	25	35	6	---	---
King's College	100	100	20	---	---

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